

**BY ORDER OF THE COMMANDER  
HILL AIR FORCE BASE (AFMC)**

**HILL AFB INSTRUCTION 13-201**

**21 April 2000**



***Flying Operations***

**AIR TRAFFIC CONTROL AND FLIGHT  
OPERATIONS**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements *AFPD 13-2, Air Traffic Control, Airspace, and Range Management*. This instruction prescribes air traffic control, flight operation procedures, and associated support for flying operations at Hill AFB. This instruction applies to all assigned and deployed units. Attachment 1 is Common Words and Phrases Used by Hill Tower. Attachment 2 is List of Acronyms.

***SUMMARY OF REVISIONS***

**This document is substantially revised and must be completely reviewed.**

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## Chapter 1

### GENERAL

#### 1.1. POLICY:

1.1.1. Deviation. In the interest of flying safety or when directed by an appropriate air traffic control agency, pilots may deviate from the procedures outlined in this publication.

1.1.2. Violations. Violations of Air Force flying regulations will be processed in accordance with, AFI 11-202, Vol 3, General Flight Rules.

1.1.3. Administration and Enforcement. The 75 Operations Support Squadron Commander (75 OSS/CC) is responsible for administering and enforcing the provisions of this instruction.

1.1.4. Compliance with Directives. There is no intent to relieve personnel of their responsibility to be familiar and comply with other pertinent directives. When conflict with this instruction and other directives is detected, such conflicts will be reported immediately to the 75 OSS/CC.

**1.2. AIRFIELD OPERATIONS BOARD (AOB).** The AOB is a forum to discuss issues such as airspace, Air Traffic Control (ATC) procedures, Air Traffic Control and Landing Systems (ATCALS), airfield construction and lighting, hazardous air traffic reports (HATR), airfield environment, Air Traffic Systems Analysis (ATSA) observations, and other issues pertinent to the local ATC and flying environment. This board is vital in sustaining flying operations at Hill AFB.

1.2.1. The AOB will convene at least once every 90 days and will be chaired by the 75th Air Base Wing Commander.

1.2.2. The board chairman will appoint board members to include representation from flying organizations, ATC operations, communications units, airfield management, civil engineering, and appropriate FAA facilities.

1.2.3. The ability to discuss issues and take decisive action is paramount to the success of the board. Individuals attending this board must have the authority to commit their squadrons/sections to action. Therefore, the following personnel (or designated representative) are identified as mandatory members, using authority under AFI 13-203, Air Traffic Control, paragraph 12.5.2:

- ABW/CC (Board Chairman)
- OG/CC (and OGV)
- OG/CC (and OGV)
- FLTS/CC (and DO)
- CS/CC
- CEG/CC
- OSS/CC
- OSS/OSA
- OSS/OSAM
- OSS/OSAP
- OSS/OSAT

- OSS/OSW
- RANS/AM
- OO-ALC/SEF

1.2.3.1. The 299 RCS, United States Forest Service, tenant safety offices, local Federal Aviation Administration and other interested agencies are encouraged to attend.

1.2.4. The following items will be reviewed at the AOB at least once each year during month indicated:

- Airspace (terminal, en route, and special use airspace) - September
- ATC/Flying Procedures - September
- Review of local aircraft priority procedures - December
- Review NOTAM circuit and AMIS reliability - March
- Alternate ATC capability procedures - June
- Mid Air Collision Avoidance (MACA) - March and September

### **1.3. TERMS EXPLAINED:**

1.3.1. Movement Area. The entire runway and Taxiways A, B, C, D, E, F, and G. Also, all areas that support aircraft to include: both End of Runway (EOR) aprons; 419th Fighter Wing (419 FW), 388 FW, and the 514th Flight Test Squadron (514 FLTS) ramps, transient ramp, air freight ramp, and the north ramp in front of base operations. Operational terms for use while in the movement area are listed in Attachment 1.

1.3.2. Traffic Pattern Saturation. The point where the number of aircraft in the traffic pattern creates a hazard to flying safety or causes undue delay to departing aircraft. The control tower watch supervisor shall determine when the traffic pattern is approaching the saturation point and take necessary corrective measures to alleviate the situation by strictly enforcing aircraft priorities or not allowing pattern work.

1.3.3. Instrument Meteorological Conditions (IMC). Meteorological conditions expressed in terms of visibility and ceiling below the minima specified for visual meteorological conditions. For purposes of this publication, IMC is defined as ceiling less than 1,500 feet above ground level (AGL) and visibility less than three statute miles.

1.3.4. Visual Meteorological Conditions (VMC). Meteorological conditions expressed in terms of visibility and ceiling equal to or better than specified minima. For purposes of this regulation, VMC is defined as ceiling greater than 1,500 feet AGL and visibility greater than three statute miles. United States Air Force VFR flights are not conducted unless the ceiling is at least 1,500 feet and visibility is at least three statute miles in accordance with AFI 11-202V3, chapter 7.

1.3.5. Instrument Flight Rules (IFR). A set of rules governing the conduct of flight under instrument meteorological conditions. In addition, it is used by pilots and controllers to indicate a type of flight plan.

1.3.6. Visual Flight Rules (VFR). Rules that govern the procedures for conducting flight under visual meteorological conditions. The term "VFR" is also used to indicate weather conditions that are equal

to or greater than minimum VMC requirements. In addition, it is used by pilots and controllers to indicate a type of flight plan.

1.3.7. References: For the purpose of this instruction, Hill AFB Air Traffic Control Tower will be referred to as Hill Tower. Hill Consolidated Command Post is abbreviated HCCP.

## Chapter 2

### AIRDRONE INFORMATION

**2.1. AIRFIELD OPERATING HOURS.** Normal daily airfield operating hours are from 0800L to 2200L Monday - Thursday, 0800L to 1800L Friday, and 1000L to 1800L Saturday, Sunday and federal holidays, except during scheduled Hill AFB tenant unit night flying operations. For contingency operations, Hill Tower and Base Operations can be scheduled for operations outside of the airfield operating hours by coordinating with the Airfield Operations Flight Commander (75 OSS/OSA) at DSN 775-6752.

**NOTE:** *Airfield hours are subject to change to support base and tenant flying. A Notice to Airmen (NOTAM) for operating hours will be published in advance by Base Operations.*

#### 2.2. RUNWAY 14/32:

2.2.1. Marked as an all-weather runway in accordance with AFI 32-1076, Design Standards for Visual Air Navigation Facilities, it is 13,500 feet long and 200 feet wide. The first 1,500 feet of Runway 14 and the first 1,000 feet of Runway 32 are concrete. The remainder of the runway is asphalt. The 1,000-foot overruns have a double bituminous surface treatment. The North overrun is weight bearing and the South overrun is weight bearing for light vehicles only. The runway gradient is plus and minus one-tenth of one percent. The runway slopes from 4,783 feet MSL at the north end to 4,789 feet MSL at midfield, then to 4,780 feet MSL at the south end.

2.2.2. Capacity. The runway can withstand a wheel load bearing capacity of:

Single wheel - 155,000 lbs.Example: F-16, F-15, T-38, etc.

Twin wheel - 330,000 lbs.Example: B-52

Single tandem - 175,000 lbs.Example: C-130

Twin tandem wheels - 560,000 lbs.Example: C-141, C-135, B-1, etc.

2.2.3. Heat Deterioration. To preclude heat and blast deterioration, high performance aircraft will not be given clearance to taxi into position and hold on asphalt portions of the runway and will not remain stationary on these portions. T-33, A-10, C-21, and T-39 aircraft are exempted, but shall minimize operations at high power settings when over asphalt portions. Also, AV-8 aircraft will not position rear thrust directors downward toward any asphalt portion of the runway.

2.2.4. Large Aircraft. To preclude abrasions and deterioration of the surface, large, tandem-wheel aircraft will not be allowed to make 180° turns on the asphalt portions of the runway.

**2.3. STANDARD RUNWAY DISTANCE MARKERS.** Markers are located every 1,000 feet along the length of the runway and 75 feet from the side edge of the runway. The distance markers are lighted and indicate remaining distance in thousands of feet.

#### 2.4. TAXIWAYS:

2.4.1. Taxiway Lettering. Taxiways are lettered from north to south as shown in Attachment 2. All taxiways have 25 foot shoulders except the south end of Taxiway A and all of Taxiway C, which have 50 foot shoulders.

2.4.2. Helicopter Taxiways. Helicopter Landing Pad Echo is on Taxiway E between Taxiway C and the control tower. Helicopter Landing Pad Fox-trot is at the intersection of Taxiways A and F. Both are marked in accordance with AFI 32-1076, Design Standards for Visual Air Navigation Facilities. Extreme caution should be exercised when proceeding via these taxiways. Aircraft will not be taxied past Pad F on Taxiway A when helicopter operations on the pad are in progress. Taxiing helicopters will use prescribed taxi routes to help eliminate foreign object damage (FOD) problems.

2.4.3. B-52 operations. B-52s landing Runway 14 may exit the runway via Taxiway G or via the south runup area. B-52s landing Runway 32 may exit via the Air Mobility Command (AMC) ramp or east to Taxiway A. (See Attachment 3)

## **2.5. AIRFIELD LIGHTING:**

2.5.1. Operation of Lights. Operation of airfield lighting systems is the responsibility of Hill Tower. The lights will be operated in accordance with FAAO 7110.65, Air Traffic Control.

2.5.2. Airport Beacon. The airport beacon is on top of Building 225. Building 225 is the hanger located approximately mid-field, 1,600 feet west of Runway 14/32. The airport beacon will be lit when the airfield is open during hours of darkness, and during daylight hours when the weather requires operations in accordance with instrument flight rules (IFR). The beacon will be turned off when the runway is closed.

### **2.5.3. Runway/Taxiway Lights:**

2.5.3.1. Runway 14 lighting consists of high intensity runway lights, US Standard approach light system (ALSF-2) (2,422 feet long), flush mounted threshold lights, and runway end identifier lights (REIL). Runway 32 has REIL, threshold lights, and an Omni Directional Approach Lighting System (ODALS).

2.5.3.2. Runway lights. To provide current runway visual range (RVR) information, the runway lights will normally be on continuously during daylight hours when the prevailing visibility is less than two miles.

2.5.3.3. Runway and Taxiway lights will be turned off after local flying is terminated and the airfield is closed. The only exception is in the event of snow removal operations.

2.5.3.4. Standard blue lights are on all taxiways and standard white lights are on the runway.

2.5.3.5. Precision approach path indicator (PAPI) lights are located on Runways 14 and 32 and are operated continuously during flying operations.

2.5.3.6. If Hill Tower is evacuated or closed, 75th Civil Engineering Group (75 CEG) will assume responsibility for the operation of the field lighting system. 75 OSS/OSW will have responsibility for lighting during snow removal and other contingency operations as directed by 75 OSS/OSA.

2.5.3.7. In the event of approach light system failure, Airfield Management (75 OSS/OSAM) personnel will send a NOTAM and Hill Tower will put an advisory on the automatic terminal information service (ATIS). Revised minima are published in the approach plates for Hill AFB.

2.5.3.8. In the event of a recall of Base Operations and tower personnel when the AMC Alert Area is activated (for Exercises or Real World contingencies), the taxiway lights in the Alert Area will be illuminated immediately. When the alert is terminated they will be turned off.

2.5.4. Helicopter Pad Lighting. The helicopter training area, "Easy Area" is located east of Runway 14/32 and consists of five pads. Pads 2, 3, and 5 have amber lights at each corner and Pads Echo and Fox-trot have amber lights at each corner along with the blue taxiway lights.

## **2.6. TACTICAL AIR NAVIGATION (TACAN) CHECK POINTS:**

2.6.1. North arm/dearm area: HIF 304 Radial @ 1.5 distance measurement equipment (DME).

2.6.2. South arm/dearm area: HIF 167 Radial @ 0.8 DME.

## **2.7. HOT PIT REFUELING AREAS.** The following locations are authorized as hot refueling areas:

2.7.1. 419 FW aircraft ramp area: row S, parking spots 2 through 10.

2.7.2. 388 FW aircraft ramp area: row G, parking spots 2 through 12; and row H, parking spots 2 through 12.

2.7.3. Hot Pads 3 and 6.

## **2.8. ACTIVE RUNWAY:**

2.8.1. Hill Tower. Hill Tower watch supervisor or senior controller is responsible for selecting the active runway. They will advise the SOF in the Tower, Base Operations (75 OSS/OSAMB), 299 RCS (Clover Control), Salt Lake Approach Control, and Weather Flight (75 OSS/OSW) of all runway changes. 75 OSS/OSAMB personnel will inform HCCP of runway changes.

2.8.1.1. Runway 14 is the primary instrument runway and will be used with a tailwind component of ten knots or less.

2.8.1.2. When a tailwind component of more than ten knots favors runway 32, the active runway will be changed.

2.8.1.3. When the tailwind component is ten knots or more favoring Runway 32, and when weather conditions are below the lowest circling minima, Runway 14 may be used at pilot's discretion and request.

### **2.8.2. Runway Change Procedures:**

2.8.2.1. Upon determination by the Tower watch supervisor that a runway change is necessary, Base Operations will be notified and given a projected time to initiate runway aircraft arresting cable re-configuration to the new runway. Reconfiguration procedures will be according to AFI 32-1043, Hill AFB Supplement 1, Managing Aircraft Arresting Systems. Base Operations will coordinate with Power Production Flight (75 CES/CEOP) or Fire Protection Division (75 CEG/CEF) to effect the change.

2.8.2.2. Once the responding agency reports on-scene to the Tower that they are ready to proceed, the Tower will interrupt flying activity and advise the Airdrome Officer (AO). The AO will close and re-open the runway for aircraft arresting cable re-configuration at each end of the runway. Re-configuration may take 10 - 15 minutes for each end of the runway and during that time any



aircraft in the Hill AFB traffic pattern will expect only restricted low approaches, no lower than 500' AGL.

**NOTE:** *If an aircraft reports "Minimum Fuel" or any aircraft emergency occurs during the runway change time, all men and equipment will be cleared from the runway, the runway will be re-opened, and the aircraft will be cleared to land.*

## **2.9. CLASS "D" AIRSPACE:**

2.9.1. Hill Tower is responsible for control of all VFR traffic in the Hill AFB Class D Airspace (Attachment 4). It includes that area within a five statute mile radius of the geographical center (41°07'26"N, 111°58'23"W) of Hill AFB, excluding that portion which lies north of the common coordination area boundary line (paragraph 2.9.3.), up to, but not including, 7,800 feet MSL.

2.9.2. Ogden Control Tower. Ogden Municipal Airport, located 4¾ nautical miles (NM) north of Hill AFB, has a control tower. The Ogden Tower is responsible for control of all VFR traffic within the Ogden Class "D" Airspace, excluding the portion which lies south of the common coordination boundary line. Close coordination will be maintained between ATC agencies.

2.9.3. Common Coordination Area Boundary Line. A line beginning at a point where the western portion of the respective airport or airbase class "D" airspace boundaries intersect; then east northeast along the common class "D" airspace boundary to Interstate I-15; then northeast to a point where an east-west line overlying 40th Street intersects Riverdale Road; then east along the line overlying 40th Street to the Hill AFB Class "D" Airspace boundary. (Attachment 2)

**NOTE:** *The Dee Events Center, which is visible from both Ogden and Hill AFB Towers, is a suitable landmark for the common coordination boundary line.*

### Chapter 3

## FLIGHT PLANNING, GROUND OPERATIONS, DEPARTURES, ARRIVALS, AND NOISE ABATEMENT

### 3.1. AIRCREW BRIEFING:

3.1.1. Aircraft Commanders. Base Operations will brief all transient aircraft commanders on air-drome hazards, status of NAVAIDS, noise abatement, bird watch conditions and hazards (BASH), and rescue and fire fighting capability (Attachment 4). Hill based units will develop their own briefing procedures to ensure aircrews are advised of airfield status and applicable base flying instruction requirements to include reduced same runway separation (RSRS) standards. As required, aircrews carrying dangerous cargo are briefed on AFJI 11-204, Operational Procedures for Aircraft Carrying Hazardous Materials by Base Operations personnel.

3.1.2. Tower controllers shall put the current 388 FW "Bingo" status on the Automated Terminal Information Service (ATIS) when reported by the 388 FW Supervisor of Flying (SOF).

3.1.3. NOTAMS. Complete Hill AFB NOTAMS are available in Base Operations and on the following web site: <http://www.notams.jcs.mil>. Base Operations will provide predetermined NOTAMS to the control tower for ATIS broadcast. Additionally, base agencies may obtain NOTAM information by calling Base Operations at DSN 777-1861. On weekends and holidays, individual units should contact Base Operations personnel directly for NOTAMS.

**NOTE:** Base Operations also receives NOTAMS from Clover Control, 388th Range Squadron (388 RANS), and Thiokol when flare activity is planned at Thiokol.

3.1.4. Weather. A complete weather brief is available at the base weather station (Building 1). Additionally, a weather briefing can be obtained via the telephone or internet.

### 3.2. FLIGHT PLANNING RESPONSIBILITIES:

3.2.1. Letter of Agreement. A Letter of Agreement prescribes special IFR air traffic control responsibilities applicable to the FAA, all base tenant units, 299 Range Control Squadron (299 RCS), and 75 OSS/CC. Included are stereo departure, arrival, enroute, hung ordnance procedures, and radio failure or emergency procedures.

3.2.2. Departing Aircraft. All aircraft departing Hill AFB must file either an IFR or VFR flight plan with Base Operations in accordance with flight information publication (FLIP) General Planning and AFI 11-206. The IFR flight plan will be used to the maximum extent possible.

3.2.3. Cross-country Flight Plans. Transient aircraft and tenant unit cross-country flight plans will be entered by Base Operations personnel only. Filing direct with the FAA via a Flight Service Station (FSS) is not permitted.

**NOTE:** *Tenant units and Temporary Duty (TDY) units officially hosted by a tenant unit may file a DD Form 175, Military Flight Plan, or DD Form 1801, DOD International Flight Plan, via FAX under the stipulations of 75 OSS/OSAM letter of agreement with each tenant unit.*

3.2.4. Local Flight Plans. All tenant units are authorized to file local stereo flight plans in their individual operations areas and telephone/FAX flight plan information to 75 OSS/OSAMB personnel. The flight plan will be called/faxed in at least 30 minutes before estimated time of departure (ETD) and will include:

3.2.4.1. Aircraft call sign.

3.2.4.2. Number and type of aircraft.

3.2.4.3. ETD (ZULU).

3.2.4.4. Estimated time enroute (ETE).

3.2.4.5. Stereo Route. The aircraft commander/flight lead will notify the tower if departing VFR. All stereo departures in VMC, unless otherwise indicated to the tower, will follow the stereo profile as filed.

3.2.4.6. Initial cruising altitude (if other than published).

3.2.4.7. Remarks as necessary.

3.2.4.8. Exercise quick reaction/scramble flight plans filed during simulated land line communication out periods will use stereo routing only, and exercise planners must be coordinate with and receive approval from the airfield manager in advance of the exercise.

3.2.5. 75 OSS/OSAMB Personnel will:

3.2.5.1. Copy all information from units via telephone and coordinate with appropriate agencies.

3.2.5.2. Notify Hill Tower of flight plan data when tower flight data system is inoperative.

3.2.5.3. Provide selected NOTAMs to base agencies.

3.2.6. Entering Flight Plans. Base Operations personnel have the primary responsibility for entering flight plans into the FAA computer system. Hill Tower may enter stereo flight plans on a workload-permitting basis provided they receive approval from Base Operations personnel of the aircraft call sign and number of aircraft in the flight.

3.2.6.1. After coordinating with Base Operations personnel, as workload permits, Hill Tower may change any stereo flight plan stored in the center's computer.

3.2.6.2. When advised by Hill Tower that their flight data system is inoperative, Base Operations personnel will forward estimated times on all inbound and outbound aircraft to the tower and advise them if aircraft are programmed depot maintenance (PDM) delivery, if known. This applies to all flight plans to include VFR.

3.2.7. IFR Flights. When IFR flights are not compatible with mission accomplishment, VFR flights are authorized and will be conducted as follows:

3.2.7.1. Aircraft will arrive and depart under the control of Salt Lake Approach Control.

3.2.7.2. Unless permission is granted to contact Salt Lake Approach Control, VFR aircraft within Hill AFB class "D" airspace and all simulated flameout (SFO) patterns will remain with Hill Tower.

3.2.7.3. While outside the Hill AFB class "D" airspace (consistent with radio and radar coverage), all aircraft will remain under radio and radar contact with Salt Lake Approach Control, Salt Lake Center, or Clover Control.

### 3.3. GROUND OPERATIONS:

3.3.1. Ground Control. Aircraft shall monitor Ground Control frequency during all ground operations from just before initial engine start to shutdown. Before taxiing, pilots of all aircraft will contact Hill Ground Control to indicate their intentions to taxi and to receive taxi clearance. Hill Ground Control shall not permit aircraft to taxi (except 388 FW, 419 FW, and 514 FLTS aircraft on their respective ramps and the established engine runup pad on east Taxiway Delta if the appropriate SOF confirms mission and call sign) until Base Operations has either received a clearance request by telephone or a filed DD Form 175, and notified Hill Tower. Forest Service aircraft will be allowed to reposition and perform engine runups on the AMC Ramp during fire fighting operations. Aircraft will not be cleared for takeoff until a flight plan is received.

3.3.2. To assist the 388 FW in their command and control, all tower watch supervisors will ensure that notification procedures are implemented anytime it appears that a SOF will not be in the tower cab for 388 FW aircraft departures. The notification procedures will be accomplished in the following sequence.

3.3.2.1. Notify the HCCP that the SOF is not available and request HCCP contact the 388th Operations Group (388 OG)/Top Three. Notify flights prior to taxi and take-off that no SOF is in the Tower.

3.3.2.2. Make a blanket broadcast on ground and tower frequencies after 388 FW SOF is on duty in the Tower.

***NOTE: These procedures do not apply during weekend (Sat and Sun) flying.***

3.3.3. Aircraft Clearance. To reduce the potential for violations of aircraft clearance criteria with vehicular traffic at the north side of Building One, Transient Alert (75 OSS/OSCT) and ground control personnel will ensure:

3.3.3.1. All aircraft transiting through the north ramp remain on the taxi line toward the extreme north edge.

3.3.3.2. Aircraft taxiing to park on the north ramp have a guide or "follow me" vehicle to direct the aircraft to parking.

3.3.3.3. Vehicles towing aircraft to park or transiting through the north ramp maintain the required distance of 25 feet from the outer edge of the painted roadway line and any aircraft already parked.

3.3.4. All aircraft, vehicles and pedestrians must be in two-way radio contact with and monitor the Tower in the Tower Radio Controlled Area (chapter 5.3.1.).

**3.4. LOCAL AIRCRAFT PRIORITIES:** The aircraft priorities listed will apply at Hill AFB. These local priorities will not take precedence over priorities listed in FAAO 7110.65.

- 3.4.1. Actual Single Integrated Operations Plan (SIOP) launch aircraft will be given priority over all aircraft including emergencies.
- 3.4.2. Emergency aircraft.
- 3.4.3. US Forest Service fire fighting tanker aircraft responding to fires that threaten structures or human life.
- 3.4.4. Departing exercise aircraft.
- 3.4.5. Aircraft with scheduled range times will be given priority over low approach and touch-and-go traffic.

### **3.5. DEPARTURES:**

- 3.5.1. Runway 14. For Runway 14 departures, execute a right turnout at 1.5 DME using standard departure procedures or radar vectors and maintain 6,500 feet MSL.
- 3.5.2. Runway 32. For Runway 32 departures, fly runway heading and maintain 7,000 feet MSL.
- 3.5.3. Protection of the 360 Overhead Pattern. Aircraft departing or performing a missed approach or low approach, will not climb above 6,300 feet MSL until beyond the departure end of the runway. High-performance aircraft departing on a quick climb or F-16 "zoom" departure are exempt from this requirement. When the overhead pattern is active, Hill Tower will advise all transient aircraft of the departure restriction.
- 3.5.4. VFR Departures. Aircraft departing VFR desiring flight following shall make their request through Hill AFB ground control prior to departure.
- 3.5.5. Intersection Departures. Intersection departures are authorized with the following exceptions:
  - 3.5.5.1. Runway 14 - Not authorized from taxiway Golf.
  - 3.5.5.2. Runway 32 - Not authorized from taxiway Bravo.
- 3.5.6. 388 FW, 419 FW, and 514 FLTS Departures. All 388 FW, 419 FW, and 514 FLTS aircraft will normally depart under departure control instructions using standard stereo departure or radar vectors. Zoom departures are assigned a single radio frequency for duration of the Zoom. This frequency will be at the direction of ATC (Salt Lake Center).
- 3.5.7. Salt Lake Approach Control. To aid Salt Lake Approach Control in positive radar identification of all wingmen in non-standard formation departures, the following will apply:
  - 3.5.7.1. The flight lead will squawk the beacon code assigned with the aircraft clearance.
  - 3.5.7.2. All remaining wingmen of the flight will squawk beacon codes 5002 through 5007 in sequence, according to their flight position. The second aircraft of the flight will squawk 5002, third aircraft 5003, fourth aircraft 5004, and so on.
- 3.5.8. Departing Flights. For flights departing under Military Assumes Responsibility for Separation (MARSA) in non-standard formation with another flight the following will apply:
  - 3.5.8.1. Flight leads of each flight within the MARSA formation will squawk the beacon code assigned with aircraft clearance.

3.5.8.2. The wingmen of the lead flight will squawk beacon codes 5002 through 5007. The wingmen of the second MARSA flight will squawk beacon codes 5012 through 5017. The wingmen of the third MARSA flight will squawk beacon codes 5022 through 5027, and so on for remaining MARSA flights.

3.5.9. Flight Wingman. The flight wingman will terminate the procedures outlined after rejoin to standard formation or reaching HIF R240 at 20 DME, whichever occurs first. Flight lead will continue to squawk the assigned ATC codes until reassigned a new squawk by the 299 RCS (Clover Control).

3.5.10. Wind Information. Hill Tower shall issue wind information IAW AFI 13-203 par 2.4. The mid-field wind will be issued with take-off/landing clearances when the reported mid-field wind differs from the approach end wind by 30 degrees and is more than 10 knots. The mid-field wind will also be stated when there is a reportable gust on the mid-field wind sensor (exceeds average wind speed by 5 knots or more).

**3.6. OPPOSITE DIRECTION TRAFFIC.** Aircraft requests for opposite direction operations will be approved on a traffic-permitting basis. Requests will not be approved when the opposite direction operation will conflict with or delay aircraft utilizing the runway in use. Unless visual separation rules are being used, the following will apply:

3.6.1. Coordination. Coordination shall be accomplished at least 15 flying miles or five minutes prior to an opposite direction departure release.

3.6.2. Opposite direction arrivals will not be permitted within 15 flying miles of the runway when an IFR departure has been released or another arriving IFR aircraft is within 15 flying miles of the runway. Opposite direction departures shall not be released when an arriving aircraft is within 15 flying miles. These standards shall be applied unless visual separation or other approved separation is being applied prior to transfer of control of the opposite direction traffic from Salt Lake City Approach to Tower.

**3.7. NOISE ABATEMENT.** Traffic patterns and VFR departure procedures have been established in part as a noise-abatement measure. Pilots will avoid flying over densely populated areas, schools, churches, and public buildings to the extent practicable and consistent with safety and mission requirements. Pilots will climb to 6,300 feet MSL as rapidly as possible. After passing the end of the runway at or above 5,200 feet MSL, pilots will continue climb as rapidly as ATC guidance and aircraft performance capabilities permit. During a VFR approach to land, altitude will be held as long as possible prior to final descent to the runway.

### **3.8. AIRFIELD QUIET HOURS:**

3.8.1. Approval. The implementation of airfield quiet hours affects many organizations, operations, and processes at Hill AFB spanning several major commands (MAJCOM) and must be approved by the installation commander. Therefore, the event/ceremony coordinator must give careful consideration to the need and appropriateness of executing an airfield quiet hour and ensure the airfield quiet hours are kept to an absolute minimum. Tenant units will not be required to adhere to quiet hours unless notified at least ten days in advance.

3.8.2. Office of Primary Responsibility. Protocol (OO-ALC/CCP) is the office of primary responsibility for the staffing, coordination, and tasking of airfield quiet hours. 75 ABW/CC implements the procedures through the 75 OSS/CC to affect the airfield quiet hours.

### 3.9. REDUCED SAME RUNWAY SEPARATION (RSRS) STANDARDS:

3.9.1. Authorization. USAF bases are authorized to use the following RSRS standards between US military aircraft when air traffic controllers are able to see the aircraft involved and determine distances by references to suitable landmarks in accordance with AFI 13-203, Air Traffic Control, or standard.

3.9.2. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. Pilots must inform ATC as soon as possible if RSRS cannot be accepted so ATC can adjust sequencing as necessary. When refused, normal FAAO 7110.65 standards apply.

3.9.3. Transient. RSRS does not apply to non-USAF/US aircraft unless a letter of agreement is signed between the host OG/CC and the non-USAF/US aircraft unit commander and approved by the MAJCOM Director of Operations.

3.9.4. Wake Turbulence. Pilots are responsible for avoidance of wake turbulence during VFR operations. Controllers must ensure standard wake turbulence separation exists when aircraft are operating IFR or under ATC instructions.

3.9.5. Daytime Standards.

3.9.5.1. 3,000 feet minimum separation is applied to:

3.9.5.1.1. Same fighter aircraft.

3.9.5.1.2. Same trainer type aircraft.

3.9.5.1.3. Same type tactical airlift aircraft (non-heavy) such as a C-130 behind a C-130.

**NOTE:** Same aircraft means the same airframe; i.e., F-15 to F-15, T-38/AT-38 to T-38, K-35 to R-35, etc. All other fighter and trainer-type operations means not the same airframe; i.e., F-15 to F-16 to T-38, etc.

3.9.5.1.4. Exception: 3,000 feet minimum separation is authorized for T-37 aircraft behind T-1/T-38 aircraft.

3.9.5.2. 6,000 feet minimum separation is applied to:

3.9.5.2.1. All other fighter and trainer-type aircraft (not the same airframe).

3.9.5.2.2. Formation landings (holding hands), provided all aircraft involved are the same type aircraft.

**NOTE:** Separation is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.

3.9.5.3. 8,000 feet minimum separation is applied for the same type heavy class aircraft for full stop operations only.

3.9.6. Nighttime Standards. Controllers must be able to see the aircraft involved and determine distances by references to suitable nighttime landmarks; otherwise, standard FAAO 7110.65 separation will be applied.

3.9.6.1. 6,000 feet minimum separation is applied to:

3.9.6.1.1. Same fighter and trainer-type operations

3.9.6.1.2. T-37s behind T-1/T38.

3.9.6.1.3. Same type tactical aircraft (non-heavy)

3.9.6.1.4. All other fighter and trainer-type aircraft (not the same airframe).

3.9.6.1.5. Formation landings (holding hands) provided all involved and the same type

3.9.6.2. 8,000 feet minimum separation is applied for the same type heavy class aircraft for full stop operations only.

3.9.7. RSRS does not apply when:

3.9.7.1. Emergency aircraft are involved.

3.9.7.2. Aircraft are cleared for the option or stop-and-go, a low approach behind a touch-and-go, or a touch-and-go behind a full stop.

3.9.7.3. The runway condition reading (RCR) is less than 12 or breaking action reports of less than fair are reported.

***NOTE: Aircraft will not overfly other aircraft on the runway.***

### **3.10. INSTRUMENT LANDING SYSTEM (ILS)/MULTIPLE APPROACHES:**

3.10.1. ILS approaches will not be available when any portion of the approach end of Runway 14 is closed.

3.10.2. Aircraft on the Localizer. If an aircraft has DME, the aircraft on the Localizer will be instructed to report the Hill TACAN 6 DME fix to Hill Tower.

3.10.3. Multiple approaches may be conducted, traffic permitting, IAW with Letters of Agreement with Salt Lake Approach Control.

**3.11. GO-AROUND/BREAKOUT PROCEDURES.** For Runway 14 operations, Hill Tower will issue "execute Layton climbout" (right turn heading 290, maintain 6,500) for base assigned aircraft or read the instructions for non-base assigned aircraft. For Runway 32 operations, Tower will issue "execute Riverdale climbout" (fly runway heading, maintain 7,000) for base assigned aircraft or read the instructions for non-base assigned aircraft. All other breakout procedures will be coordinated by the Tower with Salt Lake Approach Control.

### **3.12. UNUSUAL MANEUVERS:**



3.12.1. Approving Unusual Maneuvers. Air traffic controllers may not approve unusual maneuvers within class "D" airspace if they are not essential to the performance of the flight. Unusual maneuvers are defined as intentionally performed spins, vertical recoveries, or other maneuvers that require pitch or bank angles greater than 90°, and speeds in excess of those in AFI 11-202V3, Chapter 5.

3.12.2. Requests for Unusual Maneuvers. Requests for unusual maneuvers must be made through 75 OSS/OSA and approved by 75 OSS/CC. These requests must be submitted with sufficient lead-time to allow detailed review and coordination prior to the time of the event.

3.12.3. Communications. All communications during unusual maneuvers will be on tower frequencies unless other frequencies are prior coordinated.

**3.13. DIVERSION AND WEATHER RECALL PROCEDURES.** The unit SOF will relay diversion and weather recall instructions to HCCP (Raymond 23) and aircraft. HCCP (Raymond 23) will then relay the diversion and weather recall instructions to other agencies.

### **3.14. VFR TRAFFIC PATTERNS:**

3.14.1. Arrivals. All VFR arrivals will contact Salt Lake Approach Control for sequencing and advisories at least 20 miles out. Salt Lake Approach Control cannot sequence to the downwind leg just east of the airfield due to proximity of high terrain.

3.14.2. Overhead Traffic Pattern (Initial):

3.14.2.1. Aircraft executing the Mudflat Recovery VFR will maintain 7,300 feet MSL until past Ogden Airport and then descend to 6,800 feet MSL.

3.14.2.2. The overhead traffic pattern for all aircraft is flown at 6,800 feet MSL (2,000 feet AGL). Aircraft will maintain pattern altitude until turning base.

3.14.2.3. Whenever the reported ceiling is less than 7,300 feet MSL (2,500 feet AGL), the VFR overhead and fighter closed pattern, defined in paragraphs 3.14.2 and 3.14.5, will not be flown. The tower watch supervisor or senior controller may, weather conditions permitting, lower the overhead or fighter closed pattern to 6,300 feet MSL or direct a right break or crosswind.

3.14.2.4. Runway 14. The VFR entry point is a seven mile initial which will allow the pilot to maneuver prior to entering the class "D" airspace. Pilot will advise Hill Tower of type of landing requesting upon reaching initial.

3.14.2.4.1. Aircraft instructed to make a right reentry to initial will reenter initial one mile south of Ogden Municipal Airport at 6,800 feet MSL.

3.14.2.4.2. Aircraft instructed to make a left reentry to initial will reenter initial one mile north of Ogden Municipal Airport at 6,800 feet MSL.

3.14.2.5. Runway 32. Aircraft shall proceed to downwind leg 3 miles west of the runway at 7,500 feet MSL until abeam landing threshold (remaining within 7 DME), then enter overhead pattern at 6,800 feet MSL and in contact with tower. Reentry patterns will normally be directed to the left.

3.14.2.6. With Hill Tower approval, aircraft may make a short reentry to initial.

3.14.2.7. Unless Hill Tower directs or approves otherwise, all aircraft will break over the approach end of the runway. Pilots should be aware of departing aircraft and the possibility of these aircraft climbing through the overhead pattern.

3.14.3. Straight-Ins:

3.14.3.1. Runway 14. On final approach, aircraft will maintain a minimum altitude of 6,300 feet MSL until 7 DME or in contact with the tower, then 5,700 feet MSL until crossing 4 DME. Non-DME equipped aircraft will maintain a minimum altitude of 5,700 feet MSL until over Interstate 15. Hill Tower will advise transient aircraft making a visual approach of this restriction.

3.14.3.2. Runway 32. Aircraft shall proceed to downwind leg three miles west of the runway at 7,500 feet MSL until abeam landing threshold (remaining within 7 DME), then descend to 6,300 feet MSL until turning base.

3.14.4. Tactical Patterns:

3.14.4.1. Tactical Initial Runway 14. Tactical initial can be flown as either a 2 ship or 4 ship to runway 14. Elements will depart MUDFLAT, descending to 7,300 feet MSL in tactical line-abreast formation and proceed directly to the VFR entry point described in paragraph 3.15.2.4. At the VFR entry point a tactical turn will be executed to place the wingman on the west side approximately 4,000 feet line abreast. After over-flying the Ogden Municipal Airport, the element descends to 6,800 feet MSL. At the approach end of the runway both aircraft initiate a pitchout. Wingman temporarily delays when headed east to roll out on normal downwind ground track. Tactical initial may be flown at 300-350 knots. Following elements will position themselves 2-4 NM in trail of the lead element prior to reaching the approach end of the runway.

3.14.4.2. Tactical Straight-in Runway 14. Elements will depart MUDFLAT turning east to intercept a 7-10 NM final. The wingman will remain to the North of lead 1-2 NM line-abreast formation. Execute an in place 90-degree turn onto the 139 degree course and slow to 250 Knots Indicated Air Speed (KIAS). Configure for landing and slow to final approach airspeed, adjusting spacing on the lead aircraft. Additional elements should be 3-5 NM in trail or check to the North-east at MUDFLAT to intercept the final course North of the element in front of them. Descend to 6,300 feet MSL departing MUDFLAT. Complete a visual straight in.

3.14.5. Closed Traffic Patterns:

3.14.5.1. Fighter Type Aircraft. Closed traffic patterns will be flown at 6,800 feet MSL [2,000 feet AGL].

3.14.5.1.1. Aircraft will turn crosswind at departure end unless otherwise directed.

3.14.5.1.2. Midfield Closed. When approved by Hill Tower, aircraft will turn crosswind no earlier than abeam the tower. Midfield closed will not be approved when the "Easy Area," described in Chapter 8 is in use.

3.14.5.2. Larger than Fighter Type Aircraft. Closed traffic patterns will be flown at 6,300 feet MSL (1,500 feet AGL).

3.14.5.2.1. Runway 32. Aircraft will turn crosswind at departure end, unless directed otherwise.

3.14.5.2.2. Larger than fighter type aircraft in the closed pattern will not be given spacing turns after turning onto the base leg unless required for safety of flight. If a traffic conflict develops, a go-around will be directed with specific clearance instructions.

3.14.5.3. Light Civilian Aircraft. Closed traffic pattern will be flown at 5,800 feet MSL (1,000 feet AGL). On Runway 14 and 32, aircraft will turn crosswind at departure end unless otherwise directed.

3.14.5.4. Aircraft will maintain pattern altitude until turning base leg. Traffic permitting, Hill Tower may authorize entry onto base leg or straight-in approaches.

3.14.6. Simulated Flame-Out (SFO) Patterns. SFOs may only be flown by F-16s during daylight hours only when:

3.14.6.1. Approved by Salt Lake Approach Control.

3.14.6.2. Existing traffic conditions permit, and approved by Hill Tower.

3.14.6.3. VFR conditions can be maintained throughout approach.

**NOTE 1:** High Key altitude is a maximum of 13,500 feet MSL unless otherwise coordinated.

**NOTE 2:** Aircraft hosted by a tenant unit are considered base-assigned.

3.14.7. Multiple VFR Patterns. If a pilot requests multiple VFR patterns at the end of a IFR mission the IFR clearance is canceled after the first approach.

3.14.8. Over Flight. Over flight, below 6,000 feet MSL (1,200 feet AGL) of the base munitions storage area is prohibited except during emergencies or when executing a published missed approach under IMC.

3.14.9. Recoveries. During recoveries all aircraft will normally squawk 500X, according to flight position, when flights are non-standard or no longer a flight.

3.14.10. Airspeed. Fighter type aircraft maximum allowable airspeed within the class "D" airspace is 300 knots, except tactical overhead (300 - 350 knots).

3.14.11. Practice Circling. Practice circling approaches to the opposite runway will not be approved for other than base-assigned/tenant aircraft. "Low closed" patterns by T-38 aircraft are not authorized.

### **3.15. RADAR TRAIL RECOVERY PROCEDURES:**

3.15.1. Coordination: Radar trail recovery shall be coordinated with the 299 RCS or Salt Lake City Terminal Radar Approach Control (TRACON) prior to beginning the recovery. The 299 RCS shall coordinate with Salt Lake City TRACON for approval of a radar trail recovery. Recoveries are limited to a maximum of four aircraft. Coordination is required for a planned missed approach.

3.15.1.1. Upon obtaining approval for a radar trail recovery, the lead aircraft of the flight shall squawk the beacon code assigned with the aircraft clearance and all remaining aircraft in the flight shall squawk beacon codes 5002 through 5004 in sequence, according to their flight position.

3.15.1.2. Radar trail recovery spacing between each aircraft and/or element (an element is a 2-ship) in the radar trail recovery flight will be 3 NM which will be maintained by the pilot.

3.15.1.3. Aircraft spacing between the trailing aircraft of the first flight and the lead aircraft of the second flight will be a minimum of 10 NM.

3.15.1.4. Recoveries flown via the Causeway Four will have the radar trail recovery formation (the 3 NM interval referred to in paragraph 3.16.1.2.) established prior to HIF R266 AT 37 DME.

3.15.1.5. For approaches other than the Causeway Four, the flight lead will coordinate with ATC regarding the location where the radar trail recovery formation will be established.

3.15.1.6. If aircraft are in contact with the 299 RCS when the radar trail recovery formation is approved, the 299 RCS will make a hand-off on the flight lead to Salt Lake City TRACON. There will be one flight plan for the flight.

3.15.2. No Radio (NORDO) Aircraft. NORDO aircraft will squawk 7600 and continue the radar trail recovery. The remaining aircraft will be notified of the NORDO aircraft by ATC.

3.15.3. Radar Trail Separation. If radar trail separation cannot be maintained by the aircraft/element, then the aircraft/element shall notify ATC and request further instructions.

3.15.4. Missed Approach and Climb Out Procedures:

3.15.4.1. If the flight is executing a missed approach, the flight will fly the Layton/Riverdale Climbout (paragraph 3.6.). Each aircraft will obtain a separate clearance from ATC.

3.15.4.2. If the flight is instructed to go-around, the climbout procedures will be according to paragraph 3.6. If the flight remains in radar trail formation, the flight will continue with radar trail recovery procedures. If the radar trail formation is interrupted, each aircraft will obtain a separate clearance from ATC.

**NOTE:** *The radar trail formation would be interrupted when one of the aircraft lands and the others cannot. For example, if one aircraft takes the barrier and the following aircraft have to go-around, radar trail formation will not continue and each aircraft will obtain a separate clearance from ATC.*

## Chapter 4

### LOCAL FLYING AREAS

#### 4.1. FUNCTIONAL CHECK FLIGHT (FCF) AREAS:

4.1.1. Production and Tenant Aircraft. Hill AFB depot production aircraft and tenant aircraft operating from Hill AFB will primarily use R6404; however, any area in the UTTR can be used for FCFs.

4.1.2. Helicopters. Helicopters operating at Hill AFB, including FCF, may use the "Easy Area". If profiles require more airspace than available in the "Easy Area", it will be flown west of Hill AFB in coordination with Salt Lake Approach Control.

**4.2. AEROBATIC AREA.** Aerobatic missions will be conducted in the UTTR complex. Demo aircraft can perform aerobatics maneuvers in the airspace overlying Hill AFB. When a demo flight is in progress, the airspace overlying Hill AFB is NOTAM closed to all other aircraft operations.

**4.3. HILL AFB PARARESCUE DROP ZONE.** The Hill AFB drop zone is located east of the control tower between the runway and perimeter road. The target will be located south of the helicopter landing pads and centered between the runway and the road.

## Chapter 5

### AIRFIELD MANAGEMENT

#### 5.1. CONTROL OF RAMP AREAS:

5.1.1. The Chief, Airfield Management (75 OSS/OSAM) is responsible for:

5.1.1.1. Assigning aircraft parking areas. Priorities for parking space are based on the assigned Air Force mission of the organization concerned.

5.1.1.2. Evaluating requests for construction of additional parking areas or modification of existing areas before submission to the Facility Planning Committee.

5.1.2. New Aircraft Assignments. Directorates and tenant organizations, in conjunction with the Management Services Division (OO-ALC/FMR), will coordinate with the 75 OSS/OSAM before accepting aircraft assignments or workloads that would require parking beyond existing capabilities.

5.1.3. Organizations Requiring Aircraft Parking Will:

5.1.3.1. Submit written requests to 75 OSS/OSAM stating requirements.

5.1.3.2. Unless otherwise directed by the 75 OSS/OSAM, park aircraft only in their assigned areas.

5.1.3.3. Properly use their assigned areas.

5.1.4. Coordination for Construction. All proposed signs, changes to parking plans, or construction will be coordinated with 75 OSS/OSAM.

5.1.5. Ramp Cleaning and Snow Removal. Using organizations will request ramp cleaning and snow removal through Base Operations (75 OSS/OSAMB). For snow removal operations, using organizations will remove excess equipment from ramps.

5.1.6. Combat Aircraft parking areas are identified in Attachment 5.

**5.2. DRAG CHUTES.** Drag chutes will normally be retained with aircraft until parked. The airdrome officer (AO) or Transient Alert (75 OSS/OSCT) will recover chutes inadvertently jettisoned on the airfield. In all instances, the AO or 75 OSS/OSCT will advise Hill Tower when jettisoned chutes have been recovered.

#### 5.3. CONTROL OF VEHICULAR GROUND TRAFFIC:

5.3.1. Tower Radio Controlled Area. Hill AFB tower controls all ground traffic in the clear zone and primary surface area which includes taxiway Alpha, the runway, overruns, and the portions of taxiways between them. Vehicles operating in this area shall have 2-way radio communication ability with the Tower or be escorted by another vehicle that does have this ability. **Before entering the runway for any reason, permission must be obtained from the tower.** When necessary, hand held radios may be checked out from 75 OSS/OSAMB, Base Operations, located in Building 1 for temporary use. If tower personnel observe a vehicle operating in a suspicious manner they shall attempt to contact the vehicle. If the Tower determines the vehicle is not monitoring the appropriate frequency, the tower shall notify 75 OSS/OSAMB or the Airfield Manager, 75 OSS/OSAM. Vehicles operating

in the movement area must stop at all intersecting taxiways. Final responsibility for avoidance of taxiing aircraft rests with vehicle operators. Extreme caution should be used when driving in this area.

5.3.2. If equipped, vehicles operating on the runway will activate their flashing beacons. Otherwise headlights and emergency flashers shall be used. If radio contact with the Tower is lost, vehicles will immediately exit the runway and proceed to Base Operations to report the failure. Hill Tower will use light gun signals and flash the runway lights if runway evacuation is required and radio contact with the vehicle cannot be established. When advised by the tower to exit the runway, all personnel and vehicles will move a safe distance (at least 100 feet) away from the runway. Exception: Power Production Flight (75 CES/CEOP) and Exterior Electric Flight (75 CEG/CEOE) personnel and vehicles may remain within 100 feet of the runway edge (with Tower permission) but shall remain off of the paved surfaces.

5.3.3. Vehicles which have been operating off paved surfaces or through areas where FOD is present, will not be allowed back on the paved portions of the airfield until the tires have been thoroughly inspected and cleared of debris. Drivers are responsible for inspecting their vehicle's tires.

5.3.4. Unauthorized Vehicles and Pedestrians. Hill Tower will report unauthorized vehicles and pedestrians in the movement area to the 75th Security Forces Squadron (75 SFS) Control Center, ext. 7-3056.

#### **5.4. CONTROL OF AIRCRAFT GROUND TRAFFIC:**

5.4.1. Maintain Contact with Ground Control. Hill AFB assigned aircraft not going to dearm after landing, will establish and maintain contact with ground control when taxiing clear of the runway. Aircraft stopping to dearm will establish and maintain contact with ground control when taxiing from the dearm area.

5.4.2. Maintenance Operations. All maintenance engine starts and taxi operations will be coordinated with 75 OSS/OSAMB personnel (exceptions noted in paragraph 3.3.). Base Operations personnel will notify Hill Tower in advance of scheduled start times and taxi operations.

5.4.3. Only airfield construction/maintenance personnel are allowed on the airfield after hours and work must be coordinated with airfield management. Before the airfield opens at 0800, or 1000 on weekends and holidays (or at any other time for contingencies), the AO will inspect the runway in accordance with normal airfield opening procedures.

#### **5.5. CONTROL OF AMC ALERT AREA:**

5.5.1. Priority for Alert Vehicles. Alert vehicles responding to a known exercise will be given priority over all aircraft (except emergencies) and all vehicles (except emergency). When an exercise has not been coordinated with Airfield Operations, alert vehicles will not be given priority. Actual alert responses will be given priority.

5.5.2. Permission from Hill Tower. With beacon flashing, the alert vehicle will proceed north on the airfield via Taxiway Alpha to the north hammerhead area and hold short of the runway. Via radio or light gun signal, the crew will obtain Hill Tower permission to cross the runway to the Alert Area. Alert vehicles may utilize the airfield road around the north end of the runway to get to the Alert Runway without permission from the Tower.

#### **5.6. CLEARANCE OF OTHER THAN AIR FORCE AIRCRAFT:**

5.6.1. Civil Aircraft. Civil aircraft using ATC facilities may conduct practice low approaches to the Hill AFB runway as long as it does not interfere with the primary mission of the base. Civil aircraft are cleared in accordance with FAA Regulations, AFI 10-1001, Civil Aircraft Landing Permits, and AFI 10-1002, Agreement for Civil Aircraft Use of Air Force Airfields.

5.6.2. Other Department of Defense (DOD) aircraft are cleared in accordance with directives of the service possessing the aircraft.

5.6.3. Operating Owned or Leased Aircraft. AFI 10-1001 and AFI 10-1002 authorizes and restricts certain government personnel, operating their own or leased aircraft, to use Air Force installations under specific conditions. 75 ABW/CC may authorize a one time, short notice, private aircraft landing at Hill AFB. The reasons for these restrictions include:

5.6.3.1. Strong crosswinds from Weber Canyon.

5.6.3.2. Increasingly heavy, high performance aircraft activity.

5.6.4. Light Aircraft Pilots. Pilots of light aircraft who are authorized to land at Hill AFB will be briefed in advance by 75 OSS/OSAM.

5.6.5. Exceptions to Restrictions. Restrictions do not apply to Civil Air Patrol, certain contractors, etc., covered by other provisions of AFI 10-1001 and AFI 10-1002. Exceptions to the restrictions may be authorized by 75 OSS/CC.

5.6.6. Aircraft Landing Without Permission. When civil aircraft land without permission or proper authorization, action will be accomplished by 75 OSS/OSAM in accordance with AFI 10-1001 and AFI 10-1002. In addition, 75 OSS/OSAMB personnel will notify:

5.6.6.1. 75 SFS/SFAI will respond to the aircraft and take action if necessary.

5.6.6.2. Customs (if applicable).

5.6.6.3. 75 OSS/CC.

5.6.6.4. HCCP (75 ABW/CP).

**5.7. AIRFIELD WEATHER WATCH.** 75 OSS/OSW maintains an airfield weather watch, 24 hours a day, and disseminates weather data as specified in HILLI 15-101, Weather Support.

**5.8. AIRFIELD ADVISORIES.** Whenever a condition at the base exists which may affect the flight crew's decision regarding use of the base in accordance with FAAO 7110.65, Hill Tower will give information and assistance to inbound aircraft.

**5.9. AIRCRAFT HIJACKING AND THEFT PROTECTION (see HAFB PLAN 60):**

5.9.1. Operation, Movement, and Control Procedures. AFI 13-207, Preventing and Resisting Aircraft Piracy (Hijacking), prescribes procedures for operation, movement, and control of aircraft on the ground. This instruction also directs the installation commander to develop plans to resist and manage possible hijackings. HAFB Plan 60 and the provisions of this instruction have been developed to meet this requirement.

5.9.2. Before Engine Start. Hill AFB assigned aircraft on their respective ramps do not have to call before engine start. Aircraft should monitor frequency 243.0. (paragraph 3.3.1)



5.9.2.1. Aircraft cleared to designated engine run up areas will not taxi closer than 100 feet from the active runway.

5.9.3. Unauthorized Engine Starts. 75 OSS/OSAMB personnel are designated as the single base agency for receipt of information concerning unauthorized engine starts or aircraft movements.

#### **5.10. SONIC BOOMS OR DROPPED OBJECTS:**

5.10.1. Whenever information is received concerning a sonic boom or dropped object, 75 OSS/OSAMB personnel will notify the following offices and pass any other information deemed applicable:

5.10.1.1. 75 OSS/CC.

5.10.1.2. Office of Public Affairs (OO-ALC/PA).

5.10.1.3. HCCP.

5.10.2. Sonic Boom. If the pilot responsible for the incident is located, the pilot will fill out all flight information on AF Form 121, Sonic Boom Log, and the operations officer, if applicable, will check it. Using organizations will maintain and transmit this information in accordance with internal procedures. If the cause is undetermined, details of the incident will be recorded by 75 OSS/OSAMB personnel in the daily events log.

#### **5.11. FIRE PROTECTION SUPPORT TO FLYING OPERATIONS:**

5.11.1. Crash or Rescue Capability. When crash or rescue capability falls below the minimum specified in AFI 32-2001, The Fire Protection Operations and Fire Prevention Program, 75 CEG/CEF will immediately notify HCCP, 75 OSS/OSAMB and the control tower.

5.11.2. Reduced Crash or Rescue. 75 OSS/OSAMB personnel will immediately notify the following of the reduced crash or rescue capability:

5.11.2.1. HCCP (notifies flying units/tenants).

5.11.2.2. All aircrews preparing to depart.

5.11.2.3. 75 OSS/OSAM.

5.11.3. Curtailment During Reduced Capability. The Airfield Manager through coordination with 75 CEG/CEF and using the guidelines established in AFI 32-2001 will determine which activities, if any, will be curtailed during the period of reduced capability. (See Attachment 3)

5.11.4. Normal Operations Resumed. When crash and rescue capability has returned to the minimum required, 75 CEG/CEF will notify Base Operations personnel, who in turn will inform activities listed in paragraph 5.12.2. that normal operations can be resumed.

#### **5.12. RESCUE PROTECTION FOR AEROMEDICAL AIRLIFT AIRCRAFT:**

5.12.1. 75 OSS/CC is designated as the single base agency for coordinating rescue protection notification procedures (see HILL AFBI 11-301, Air Evacuation Aircraft).

5.12.2. Hill Tower will notify 75 OSS/OSAMB when aeromedical airlift aircraft are on a 10 mile final and any other pertinent information concerning arriving and departing aeromedical airlift aircraft.

**5.13. PDM AIRCRAFT - RECEIVING AND DELIVERY:**

5.13.1. Normal Duty Hours. During normal duty hours and upon confirmation from the pilot that an aircraft arriving at Hill AFB is for PDM input, 75 OSS/OSAMB will notify 75 OSS/OSCT (Transient Alert) and LA Control Room (OO-ALC/LAOPSC). 75 OSS/OSCT will direct F-16 and A-10 aircraft to the outdoor wash rack pad (south of Building 270) or the 233 Ramp for C-130 aircraft.

5.13.2. Weekends. For aircraft received at Hill AFB on weekends, 75 OSS/OSAMB personnel will notify 75 OSS/OSCT and LA-Alert.

5.13.2.1. 75 OSS/OSCT personnel will park the aircraft on the outdoor wash rack (south of Building 270), chock the aircraft, and install necessary safety pins and locks. (The aircraft will be grounded.)

5.13.2.2. LA-Alert will then make all follow on arrangements to accept the aircraft for PDM and return all chocks and ground wires to 75 OSS/OSCT.

5.13.3. Delivery Crews. Aircraft delivery crews arriving at Hill AFB during duty hours will report to 514 FLTS, Building 233 or to LA-Alert, Building 100 after duty hours. 75 OSS/OSAMB will coordinate with 75 TRANS/LGTV for transportation to Building 233.

5.13.4. Gun Ammunition. Aircraft received with gun ammunition will be parked and handled as directed in Chapter 6.

**5.14. USE OF AUXILIARY POWER GENERATORS SUPPORTING NA VAIDS:**

5.14.1. Power. Provided commercial power remains reliable and generators have auto-start capability, backup power generators supporting NAVAIDs do not have to be placed on line 30 minutes prior to the estimated arrival time of a severe storm. Should the reliability of commercial power become questionable, as determined by 75 CES/CEOP, or there is a loss of auto-start capability, affected backup generators will be operated in accordance with AFI 13-203, Air Traffic Control.

5.14.2. Facilities. The following NAVAID facilities are affected by auxiliary power generators: Solid State Instrument Landing System (SSILS), Localizer, Glideslope, and TACAN.

**5.15. ILS CRITICAL AREAS.** ILS critical areas exist at Hill AFB in the north EOR and the entrance to the AMC Ramp. The following glideslope critical area procedures apply to Category I and II ILS systems:

5.15.1. If an aircraft states that it is performing a coupled or autopilot ILS, no matter what the weather is, no aircraft or vehicles will be permitted beyond the instrument hold line.

5.15.2. Ceiling Above 800 Feet. When the reported ceiling is at or above 800 feet and visibility is at or above two miles, all aircraft will be permitted to proceed to the runway hold line.

5.15.3. Ceiling Less than 800 Feet. When an aircraft executing an ILS approach is inside the final approach fix (FAF), and when the reported ceiling is less than 800 feet (but at or above 200 feet) or visibility is less than two miles (but at or above  $\frac{3}{4}$  mile (RVR 2,400)), all aircraft larger than fighter type and size will be restricted from proceeding beyond the instrument hold line.

5.15.4. Ceiling Less than 200 Feet. When the reported ceiling is less than 200 feet or visibility is less than  $\frac{3}{4}$  mile (RVR 2,400), all aircraft will be restricted from proceeding beyond the instrument hold line when an aircraft executing an ILS approach is inside the FAF.

**5.16. ATC PARTICIPATION IN EXERCISES AND COMM-OUT LARGE FORCE EXERCISE.** In accordance with AFI 13-203, Air Traffic Control, the Airfield Operations Flight Commander (AOF/CC) must be briefed at least 48 hours in advance of base exercises and approve any that involve any ATC facility or the airport movement area. Because of security considerations, the minimum information that must be included, is the time of exercise, movement area which is affected, and ATC facilities involved and their degree of involvement.

**5.17. DEPLOYED UNITS/TEMPORARY DUTY (TDY) FLIGHT OPERATIONS.** Deployed/TDY personnel/aircraft assigned to fly with base aircraft will be considered base-assigned provided they comply with the contents of this instruction and the following:

5.17.1. The base unit provides the following information, in writing, to 75 OSS/OSA at least five days in advance:

5.17.1.1. Type of aircraft, call sign, and number.

5.17.1.2. Dates assigned.

5.17.1.3. Approximate number of sorties and take-off and land times.

5.17.2. Local Area Briefing. The hosting unit will brief the deployed units on the contents of this regulation, aviation safety, flightline driving hazards, explosive safety, noise abatement, local emergency procedures, and arrival and departure procedures (including reduced same runway separation policy). Assistance with the briefing may be obtained by contacting the airfield operations flight (DSN 775-6752 or 777-3592).

5.17.3. Live Ordnance Operations. TDY aircrews must meet the requirements listed in Chapter 6 and the following requirements before Conducting Live Ordnance Operations from Hill AFB:

5.17.3.1. Be hosted by a flying unit permanently assigned to Hill AFB.

5.17.3.2. Each air and ground crew member will receive, in addition to the briefing listed in paragraph 5.17.2, a local area briefing conducted by the host unit. This briefing will include all pertinent data that affect range operations, procedures for carriage and jettison of live munitions (both on and off the range,) and procedures to follow in the event of any live ordnance related emergencies.

5.17.3.3. Each aircrew member must have flown at least one sortie from Hill AFB to the UTTR bombing range and returned to Hill AFB, or be accompanied by an instructor pilot or flight lead who has met this requirement.

5.17.3.4. Each aircrew member must be current and qualified in the ordnance being expended or be under the supervision of an instructor who is current and qualified to provide instruction in that ordnance.

5.17.4. Supervisor of Flying. Each hosted unit will ensure a SOF is available during all flying. The hosted unit will provide the hosting unit SOF or Tower watch supervisor with a location and telephone number where the deployed unit's SOF can be reached immediately.

**5.18. AIRCRAFT DIRECTORATE (OO-ALC/LA) ENGINE RUNS.** As a general policy, OO-ALC/LA run-up and testing of engines will not be conducted between the hours of 2200 - 0600 local time except in hush houses with the outer doors closed. During quiet hour periods, unsuppressed engine runs

are prohibited. If it is mission essential to conduct the engine runs between 2200 and 0600, then they must be authorized by the Chief, Aircraft Operations Division (OO-ALC/LAO). Logs recording engine runs outside the approved periods, and the approving official will be maintained. OO-ALC/LAO assumes all responsibility for aircraft theft and hijack prevention in these cases.

## Chapter 6

### AIRFIELD EXPLOSIVE OPERATIONS REQUIREMENTS

**6.1. PURPOSE.** The purpose of this section is to establish safety requirements for explosive operations involving aircraft on Hill AFB. It establishes policies, responsibilities, procedures and terms to ensure explosive operations are conducted in a safe manner. It applies to all organic, tenant and visiting flying units.

#### **6.2. TERMS EXPLAINED:**

6.2.1. Assigned Unit. Any AFMC or tenant unit located on Hill AFB.

6.2.2. Combat Aircraft Parking Area. Any area specifically designated for parking a single aircraft loaded with combat configured explosives or those being loaded, unloaded, or awaiting loading.

6.2.3. Combat Configured Aircraft. Any aircraft, (e.g., fighter, bomber, gunship, or forward air controller,) loaded with ordnance in or on a launcher, rack, gun, or other means of releasing or firing the ordnance.

6.2.4. Aircraft Explosive Cargo Parking. Any area commonly called a Hot Cargo Pad and specifically designated for parking aircraft loaded with transportation configured explosives or those being loaded, unloaded, or awaiting loading. See Attachment 6 for explosive cargo aircraft parking areas and explosive limitations for these areas.

6.2.5. Explosive Limit. The maximum quantity of explosives in pounds authorized at a potential explosion site.

6.2.6. Net Explosive Weight (NEW). The total quantity of explosive material, expressed in pounds in each item or round. The NEW can be determined by checking TO 11A1-46.

6.2.7. Aircraft Capacity. The maximum capacity of explosives authorized for a particular type of aircraft as determined by an aircraft TO.

6.2.8. Live Ordnance. Any ordnance with an assigned hazard class as outlined in AFMAN 91-201 and T.O. 11-A-1-46.

6.2.9. Forward Firing Ordnance. Forward firing ordnance is a munitions item that, if fired, would present a hazard to personnel, aircraft, equipment, or structures located in front of the combat aircraft.

6.2.10. Inert Nonnuclear Munitions. A munitions item or component whose explosives material has been replaced by inert material.

6.2.11. Empty Nonnuclear Munitions. A munitions item or component whose explosive material has been completely removed, or left out at the time of manufacture, and has not been replaced by other materials.

6.2.12. Hung Ordnance. Any munitions item remaining on suspension gear, bomb rack, or dispenser after an attempted release.

6.2.13. Unexpended Ordnance. Unexpended ordnance is any munitions item remaining on suspension, gear, bomb rack, or dispenser for which no attempt to release has been made.

6.2.14. Hangfire. A brief undesired delay in the functioning of an ammunition item after initiating action is taken.

6.2.15. Hot Gun. An operational gun that, after safety devices have been removed, is capable of firing when the trigger switch is depressed.

6.2.16. Hung Gun. An operational gun that fails to fire or sudden stoppage of fire when the trigger switch is depressed.

6.2.17. Misfire. Failure of an item of ammunition to fire after initiating action is taken.

6.2.18. Non-explosives Loaded Cargo Aircraft. Cargo aircraft, government or contract, arriving on Hill AFB that do not contain explosives and are not scheduled to be loaded with explosives prior to departure.

6.2.19. Visiting Unit. A unit not assigned to Hill AFB temporarily using Hill AFB for training.

### **6.3. POLICY:**

6.3.1. Non-assigned Flying Units. Non-assigned flying units will not fly live ordnance from Hill AFB without written authority from the 75 ABW/CC. See para 6.6.

6.3.2. Explosive Operations. Explosive operations involving aircraft on Hill AFB will be conducted only in locations authorized by an approved explosive site plan.

### **6.4. RESPONSIBILITIES:**

#### **6.4.1. 75 OSS/CC Will:**

6.4.1.1. Manage all airfield explosive operations involving aircraft.

6.4.1.2. Develop and implement airfield explosive safety program.

6.4.1.3. Ensure compliance with explosive safety standards.

6.4.1.4. Approve Explosive Operating Instructions (EOI) that affect the parking and movement of aircraft loaded with explosives on the airfield.

#### **6.4.2. 75 OSS/OSAM Will:**

6.4.2.1. Control parking of explosive loaded aircraft.

6.4.2.2. Maintain copies of explosive site plans or other explosive authorizing documents and ensure compliance.

6.4.2.3. Ensure maintenance of assigned explosive locations and safety equipment.

6.4.2.4. Establish a program indicating the status of each hot pad with the type of aircraft, explosive hazard/division, type of munitions/explosives and the using organization.

6.4.2.5. Ensure at least one combat aircraft parking spot is available to park aircraft with hung or misfired ordnance during flying operations.

#### **6.4.3. Airfield Users Will:**

6.4.3.1. Schedule the use of hot pads with 75 OSS/OSAM and notify them of any changes.

6.4.3.2. Park explosive loaded aircraft only in locations provided by the airfield manager.

6.4.3.3. Notify 75 OSS/OSAMB personnel of type aircraft, explosive hazard/division, type of munitions/explosives and the using organization.

6.4.3.4. Ensure that the correct fire or chemical hazard symbol is posted on the pad.

6.4.3.5. Notify the fire department of any symbols posted or changed during any explosive operation.

6.4.3.6. Provide name and telephone number (radio call sign) of weapons safety point of contact to airfield manager.

## **6.5. AUTHORIZED AIRFIELD EXPLOSIVES LOCATIONS:**

6.5.1. Explosive Loaded Cargo Aircraft: Loading or unloading of transportation configured explosive cargo will be accomplished on Hot Pads 1, 2, 4A, 4A5, 4B, 4C, 4C5, 5, 6A, 7A and 8A as shown in Attachment 5. Explosive quantities for each location are shown in Attachment 6.

6.5.2. Explosive Loaded Combat Aircraft: Loading or unloading of explosive loaded combat configured aircraft will be accomplished on Hot Pads 3, 6, 7, as well as 388 FW, 419 FW ramps as shown in Attachment 6. Explosive quantities for each location are shown in Attachment 6.

6.5.3. Forward Firing Ordnance. Combat aircraft Hot Pads 3, 6 and 7 are the only pads available to load combat aircraft with Class/Division 1.1, 1.2, and 1.3 forward firing ordnance for normal daily operations. 20 mm target practice ammunition can be loaded on the 388 FW and 419 FW ramps. See Attachment 6 for contingencies.

## **6.6. PROCEDURES:**

6.6.1. Hot Pad Scheduling. Units must request use 15 days prior to the dates requested through 75 OSS/OSAM.

6.6.2. Loading and Unloading Combat Aircraft at the Hot Pad:

6.6.2.1. All loading of explosives will be conducted within the potential explosion site (PES) established for each location. These are identified by boxes outlined in white lines on the pads 6 and 7. On Pad 3, the PES is the concrete area.

6.6.2.2. Intermagazine distance (IM) must be maintained between aircraft. If IM can not be maintained, approval must be obtained according to AFMAN 91-201, Explosive Safety Standards. Documentation of this approval must be provided to the airfield manager with a copy to Weapons Safety Division (OO-ALC/SEW).

6.6.2.3. Before beginning any arm or dearm operation on combat aircraft containing forward firing ordnance, the arm and dearm crew will make sure that there are no personnel, vehicles or equipment in front or back of the aircraft prior to powering up the aircraft.

6.6.3. Aircraft Arm and Dearm.

6.6.3.1. Prior to take-off, all combat aircraft will taxi to the arm and dearm areas on the end of the runway (EOR). Aircraft will be parked before charging or connecting the gun firing lead, removing the launcher's safe or arm devices or the shorting clips, or connecting rocket pigtail to launcher.

6.6.3.2. Aircraft returning to Hill AFB with unexpended live ordnance will proceed into the arm and dearm area and park in the direction indicated. Unit personnel will take the necessary actions to render guns, launchers, dispensers, and racks safe. All aircraft will be dearmed in the arm and dearm areas prior to returning to their designated parking areas or hot pad.

6.6.3.3. External fuel tanks, aircrew ejection system and captive AIM-9/AIM-120 missiles, may be armed or dearmed on the 388 FW, 419 FW, Flight Test, or Transient aircraft parking ramps.

6.6.4. Hung, Misfired, or Hangfired Ordnance Procedures. Process aircraft returning with hung ordnance or jammed guns as follows:

6.6.4.1. Aircraft returning with hung BDU-33 practice bomb or inert munitions will proceed to the assigned end of runway parking area for dearming.

6.6.4.2. Aircraft returning with a jammed/hung gun will be dearmed/safed, if possible, at EOR. Do not perform maintenance on gun at the EOR. If it can not be determined that there is a round in the chamber, the aircraft will proceed to either Hot Pad 6, 7, or 3. If it can be determined that there are no rounds in the chamber, gun maintenance may be performed on the parking ramp. When reaching the Hot Pad, park the aircraft so that the gun is pointed at the berm. Under no circumstances will personnel, vehicles or equipment be allowed in front of the aircraft until the gun is safed.

6.6.4.3. Implement the following procedures for aircraft returning with a malfunctioning AGM-65 Maverick missile:

6.6.4.3.1. After landing proceed to the EOR arm/dearm area. Pin all ordnance and landing gear. Install the MAU-12 mechanical pin and stow the igniter cable according to TO 1F-16C-33-1-2.

6.6.4.3.2. The weapons load crew will assess missile condition as follows.

6.6.4.3.2.1. Look for indications the missile was incorrectly loaded (i.e. partially engaged umbilical or disconnected ignitor connector). If there are no indication of improper loading consider the aircraft safe. The aircraft will then return to the hot pad for downloading.

6.6.4.3.2.2. If there is visual evidence that the missile fired (started to leave the launcher rail or soot from the rocket motor) notify the pilot who will declare a ground emergency and shut down the aircraft. Notify Explosive Ordnance Disposal (EOD) who will respond and determine the condition of the missile.

6.6.4.3.2.3. If EOD determines that there is no visual evidence the missile fired and declares the missile safe, the EOD supervisor will notify the fire chief. The aircraft will taxi to an open hot pad and shut down. Personnel will withdraw and wait as prescribed in AFMAN 91-201. The missile will then be downloaded.

6.6.4.3.2.4. The fire chief will coordinate with the SOF to determine if the AGM-65 battery was fired through utilization of the telemetry pack. If the battery was not fired, emergency will be terminated. If the battery was fired, follow procedures in paragraph 6.6.4.2.

**6.7. REQUEST FOR DEVIATIONS.** Requests for deviations from the requirements in this chapter or for approval of temporary procedures not covered in this section, must be requested in writing through the



75 OSS/CC and OO-ALC/SEW and then approved by 75 ABW/CC. These requests must be submitted with sufficient lead-time to allow detailed review of the request prior to approval or disapproval.

## Chapter 7

### EMERGENCY PROCEDURES

#### 7.1. PRIMARY AND SECONDARY CRASH ALARMS:

7.1.1. Primary Crash Alarm. Hill Tower will activate the primary crash alarm circuit for a daily system check at approximately 0800 local time. Personnel will acknowledge all information passed on the primary crash circuit by stating their initials when their station is called. Upon completion of the primary crash phone check, 75 OSS/OSAMB personnel will activate the secondary crash alarm circuit for a daily system check.

7.1.2. Primary Crash Circuit. Hill Tower will also activate the primary crash circuit whenever any of the following conditions exists:

7.1.2.1. In-flight or ground emergency.

7.1.2.2. On-base aircraft mishap.

7.1.2.3. Off-base accident, when directed by 75 OSS/OSAMB personnel.

7.1.2.4. No-radio aircraft.

7.1.2.5. Unauthorized landings.

7.1.2.6. Suspected or actual hijack.

7.1.2.7. Emergency Power Unit activation (Ground or Airborne).

7.1.2.8. Bomb threat.

7.1.2.9. Barrier engagement.

7.1.2.10. When requested by 75 OSS/OSAMB personnel, Crash Station, or other competent authority.

7.1.2.11. When the watch supervisor or senior controller deems it necessary for the safety of personnel or property.

7.1.2.12. During exercises when directed by competent authority.

7.1.3. Primary Crash Alarm Circuit for Emergencies. Hill Tower will relay the following, if available when activating the primary crash alarm circuit for aircraft emergencies, mishaps, or aircraft malfunctions.

7.1.3.1. Aircraft identification and type.

7.1.3.2. Nature of emergency.

7.1.3.3. Landing runway for the emergency aircraft.

7.1.3.4. Number of personnel on board.

7.1.3.5. Fuel remaining (hours and/or minutes).

7.1.3.6. Wind.

7.1.3.7. Estimated time of arrival (ETA) in Zulu time.

7.1.3.8. Dangerous cargo or munitions.

7.1.3.9. Remarks (barrier engagement, etc.).

7.1.4. Secondary Crash Alarm Circuit. Upon notification of an aircraft emergency, 75 OSS/OSAMB will activate the secondary crash alarm circuit and relay all available information concerning the aircraft difficulty. When the 75 OSS/OSAMB duty office is closed due to malfunction, HCCP will activate the secondary crash alarm circuit.

7.1.5. Off-base Crash. When 75 OSS/OSAMB receives notification of an off-base crash, they will pass all known information to Hill Tower and request them to activate the primary crash alarm system. 75 OSS/OSAMB personnel will also activate the secondary crash alarm system and pass all available information on. If HCCP receives notification of an off-base incident or accident, they will advise 75 OSS/OSAMB personnel to activate the secondary crash alarm circuit and HCCP will pass on all known information.

## **7.2. IN-FLIGHT EMERGENCIES OR MISHAPS:**

7.2.1. General. During all aircraft emergencies or mishaps, 75 ABW/CC or on-scene commander (fire chief) will have final authority over the aircraft.

7.2.2. Air Traffic Control. During an in-flight emergency, aircraft mishap or incident, control and flow of airborne aircraft and those on the ground will be accomplished so that the emergency aircraft will not be jeopardized. Hill Tower will:

7.2.2.1. Ensure priority handling of in-flight emergency aircraft is paramount and the landing area is available.

7.2.2.2. Minimize disruptions of normal operations consistent with efficient handling of emergency aircraft.

7.2.2.3. Guarantee maximum freedom of operations for crash and rescue equipment responding to actual or simulated emergencies.

7.2.2.4. Make a blanket broadcast on frequencies 289.6 and 243.0 to advise airborne aircraft of the emergency in progress, ETA, and any necessary information.

7.2.2.5. To the maximum extent possible, recover in-flight emergency aircraft on the discrete frequency (389.8).

7.2.2.6. Notify Base Operations if it appears that something has dropped from the aircraft. If it appears that there is a dropped object or the dearm crew reports the hung ordnance missing, the runway will be closed to all aircraft, except emergencies, until it is checked free of debris by the AO.

7.2.2.7. When notified that an aircraft is inbound with hung/unexpended ordnance aboard, coordinate traffic to allow hung/unexpended ordnance aircraft to make a straight-in, full stop landing and minimize any possibility of a go-around.

7.2.3. Runway Operations. Hill Tower will suspend operations on the runway and assist the AO in closing the runway following in-flight emergencies. The AO will inspect the runway for debris or damage following the arrival of an emergency aircraft unless the emergency was for emergency fuel,

smoke in cockpit, physiological reasons, instrument problem, C-130 engine out, compressor stall, or EPU activation (7.2.5.5). Only the AO can reopen the runway.

7.2.4. Vehicular Traffic. In the interest of safety, it is absolutely critical that only the minimum necessary emergency vehicles respond to an aircraft emergency on the runway. Procedures are as follows:

7.2.4.1. Initial response on the runway after the emergency aircraft lands will be limited to only essential fire vehicles, AO, and ambulance as directed by the on-scene fire chief. After evaluating the situation the Chief, 75 CEG/CEF will release unneeded fire trucks.

7.2.4.2. In addition to the fire trucks, AO, and ambulance, the only other vehicles responding will be the on-scene commander, operations group commander of the aircraft concerned, flying safety officers, and 75 OSS/OSCT.

7.2.4.3. As the situation dictates for a mishap, all other vehicles (mobile command post, arm-dearm crew, security forces, etc.) will remain in their positions south of the tower or on their designated taxiway until requested to proceed to the aircraft or are released by the on-scene commander or AO. The intent is to keep unnecessary vehicles clear of the runway but sufficiently close so they can move in quickly if the need arises.

7.2.4.4. When the aircraft must be shutdown on the runway, the AO, or on-scene commander, will contact the shift supervisor assigned to 75 OSS/OSCT and request the aircraft be removed from the runway as soon as possible.

7.2.5. Barrier Engagement:

7.2.5.1. Barrier maintenance crews (75 CES/CEOP) will be pre-positioned at the respective barriers.

7.2.5.2. If the emergency aircraft will make an approach end cable engagement, the pilot will so advise the controlling agency and Hill Tower will relay this information via the primary crash circuit. Two cables are available for a Runway 14/32 approach end engagement (prior notice required).

7.2.5.3. If the emergency aircraft requires towing or removal from the barrier, 75 OSS/OSCT personnel will make sure only those vehicles that are absolutely necessary respond to the aircraft. Normally, only one tow vehicle and one "follow-me" vehicle will respond. Tow vehicles without radio contact with the tower will be escorted by 75 OSS/OSCT to the parking area.

7.2.5.4. Extraction of aircraft from runway barriers will normally be accomplished by shutting down the aircraft and 75 OSS/OSCT personnel towing the aircraft from engaged barrier when cleared by the on-scene commander. "Sling Shot" extraction may be accomplished when unforeseen circumstances make this method more advantageous. Decision to use the sling shot method will be made by the On-Scene Commander in consultation with the SOF and Pilot-in-Command. "Sling Shot" procedures will be accomplished by 75 OSS/OSCT personnel using hand signals to the aircrew when directed by the On Scene Commander. If the aircraft is not extracted after two sling shot attempts, the aircraft will be directed by the On Scene Commander (via radio and/or marshaller signals) to shut down engines and 75 OSS/OSCT will extract/tow the aircraft from the barrier and runway.

7.2.5.5. Under certain circumstances, such as damage to a particular aircraft, hydrazine may be released into the air creating hazards to personnel and equipment. The F-16 emergency electrical power supply is driven by hydrazine fuel. If the unit is activated, the pilot will notify the tower using the terms "Emergency Power Unit (EPU) activated." The term hydrazine will not be used unless there has been an actual spill or damage. In either case, the aircraft will be taken to Taxiways B or G and not approached until the hydrazine response team has inspected the aircraft for leaks. Other personnel will remain at least 200 feet upwind and 300 feet downwind.

7.2.6. Takeoff Emergencies: Aircraft aborting on the runway prior to brake release will taxi to the quick check area, dearm if necessary, and contact Hill Tower for clearance to taxi against traffic. Aircraft aborting takeoff after brake release should expect a hot brake inspection prior to taxiing to parking. Pilots unable to taxi their aircraft will follow checklist procedures and notify Hill Tower of their intent.

7.2.7. Landing Emergencies: In the event the emergency is from an unsafe landing gear indication and fuel permits, Hill Tower personnel will assist the pilot as much as possible in obtaining any desired technical assistance. If the aircraft can remain airborne, technical assistance can possibly be obtained from the SOF, home base, HCCP teleconference, etc.

7.2.8. VFR Emergency Holding. Emergency aircraft will proceed to the VFR emergency holding fix over Fremont Island (HIF TACAN 263/19) and hold at 9,500 feet MSL or as assigned by ATC. Emergency aircraft use this point to reduce aircraft gross weight or coordinate with the SOF, unless emergency or fuel status requires immediate landing. The emergency holding patterns will be adjusted to maintain VFR.

7.2.9. Radio Failure (NORDO) and Emergency Procedures:

7.2.9.1. If possible, the aircraft shall remain in VMC or descend below FL180 to VMC within restricted airspace, squawk the appropriate code, and proceed to destination under VFR.

7.2.9.2. If unable to maintain flight under VFR and the condition is two-way radio failure only, aircraft shall proceed in accordance with current two-way radio failure procedures as published in the Airman's Information Manual (AIM):

7.2.9.2.1. If radio fails during departure while intercepting or proceeding via the assigned radial, the aircraft shall squawk according to established radio failure procedures and:

7.2.9.2.1.1. If inside the Hill TACAN 18-mile arc and:

7.2.9.2.1.1.1. If excessive fuel load prohibits a return to land at Hill AFB, maintain departure routing into the range complex (remaining within R6404, sector 2) and when fuel load allows proceed direct HIF R266 AT 47 DME and return to Hill AFB via the Causeway 4 Recovery for a TACAN or ILS Approach.

7.2.9.2.1.1.2. If fuel load allows a return to land at Hill AFB, maintain 7,000 feet MSL until the Hill TACAN 12 DME, then climb to 7,500 feet MSL, proceed direct to the Hill TACAN 18 DME arc, intercept the 18-mile arc and return to Hill AFB via the Causeway 4 Recovery for a TACAN or ILS Approach.

7.2.9.2.1.2. If outside the Hill TACAN 18 mile arc, maintain departure routing to the range. If in the North Range proceed direct HIF R266 AT 37 DME at 11,000 feet MSL

and return to Hill AFB via the Causeway Recovery. If in the South Range follow procedures 7.2.8.

7.2.9.2.2. If radio failure occurs while delaying within the south range (R6402/05/06/07) or associated released airspace, the aircraft will orbit and squawk Mode 3, Code 7600 and proceed from the assigned working area via the shortest route possible to exit the South range at or below 15,000 feet MSL to intercept HIF R266 AT 47 DME at 11,000 MSL and proceed via the Causeway Recovery.

7.2.9.2.3. Radio Failure During a Missed Approach. If radio contact is not established by Hill TACAN 12 DME, the pilot will climb to 7,500 feet MSL, intercept the Hill TACAN 18 DME arc and execute the ILS or TACAN approach to Runway 14.

7.2.9.2.4. When aircraft are on radar vectors to an approach to Hill AFB, the pilot will maintain the last assigned altitude and heading, squawk 7600, and intercept the 18 DME arc, and execute the Hill TACAN or ILS approach to Runway 14.

7.2.9.2.5. If Runway 32 is in use, proceed to the MIJ R350 AT 12 DME at 15,000 feet MSL and return to Hill AFB via the Moser Recovery for the HI-TACAN approach.

#### 7.2.10. Unexpended Live, Hung, Misfired, or Hangfired Ordnance Procedures:

##### 7.2.10.1. Policy:

7.2.10.1.1. The only hung, misfired or jammed ordnance authorized for return to Hill AFB are jammed guns, AGM-65 missile, practice bombs such as the BDU-33 or MK-106, chaff/flare, secure 500 and 2000 pound practice bombs, or inert munitions.

7.2.10.1.2. At the pilot's discretion, hung and misfired ordnance carried internally (if the bomb bay doors can be closed) may be returned to Hill AFB.

7.2.10.1.3. All aircraft with any high explosive ordnance item not covered in this instruction will be recovered at Michael Army Airfield. If Michael Army Airfield is closed or unusable, return to Hill AFB.

##### 7.2.10.2. Procedures:

7.2.10.2.1. Pilots of aircraft with suspected hung external live ordnance will attempt to jettison the ordnance over a designated drop area or on the range.

7.2.10.2.2. After the release system has been activated or drops have been attempted or made, pilots will not fly over populated areas to the maximum extent possible or return to Hill AFB with ordnance.

7.2.10.2.3. If the suspected ordnance system includes a dispenser and the aircraft system positively indicates ordnance has been ejected, by actual drop count or by chase aircraft, the aircraft may return to Hill AFB.

7.2.10.2.4. Advise Clover Control as soon as it is determined that an aircraft with hung ordnance will be returning to Hill AFB.

***NOTE: The SOF may declare an emergency based on technical guidance.***

#### 7.2.10.3. Recoveries:

7.2.10.3.1. On the UTTR, aircraft will proceed to Widow, avoiding test facilities at UTTR and populated areas.

7.2.10.3.2. Aircraft will make a hung ordnance recovery using the Mudflat straight-in arrival if VMC or recover via the Causeway ILS in IMC conditions.

7.2.10.3.3. In VMC, aircraft with hung ordnance and NORDO will fly the hung ordnance (Mudflat straight-in) pattern, avoiding populated areas to the maximum extent possible. If IMC and NORDO, aircraft will fly a Causeway Recovery to a TACAN or ILS approach and landing.

7.2.10.4. AGM-65: The following procedures should be implemented for recovering malfunctioning AGM-65 Maverick missiles at Hill AFB.

7.2.10.4.1. Hold on range for 15 minutes to ensure expiration of battery power.

7.2.10.4.2. Declare an emergency with Clover Control.

7.2.10.4.3. If in IMC, aircraft will return to Hill AFB via Causeway ILS (Rwy 14) or Stansbury recovery (Rwy 32). If in VMC, aircraft will recovery via the Mudflat straight-in procedure.

7.2.10.5. Darming procedures will be in accordance with para. 6.6.4.

**7.3. HOT BRAKES.** In the event an aircraft has suspected hot brakes, Hill Tower personnel will advise the pilot and notify 75 CEG/CEF by means of the primary crash system. The aircraft involved will normally use the entire runway length for landing, then taxi to the designated hot brake area. If the brakes are inspected and found safe by 75 OSS/OSCT, the affected aircraft will taxi to normal parking. Hot brake areas are as follows:

7.3.1. Hot Brake Areas. North and south run-up aprons and the portion of Taxiways B, D, E, F, and G between the main runway and Taxiway A. (See Attachment 3)

**NOTE:**The first functional check flight (FCF) of PDM aircraft by flight test may result in visible smoke from the wheels due to residual fluids on the brakes. Therefore, a call of "New Brakes" by the 514 FLTS F-16/C-130 aircraft crew to the tower will not require action for suspected hot brakes, unless requested by the flight crew.

7.3.2. Hot Brakes in Parking Ramp. If it is determined that an aircraft has Hot Brakes once in the parking ramp area (e.g., 388th or 419th ramps), the aircraft will park in an area clear of aircraft that may be damaged from a blown tire.

#### **7.4. JETTISON AREAS:**

7.4.1. Eagle Range. The primary jettison area on Eagle Range is VFR only and is located 2,000 feet west of the bomb circle. However, any live drop area can be used to jettison ordnance as directed by Clover Control. Jettison on Eagle Range will be accomplished on a heading of 023 degrees at 6,500 feet MSL, and stores will be dropped when passing abeam the bomb circle or as directed by the Range Safety Officer. Aircraft must contact Clover Control prior to entering R6404.

7.4.2. Helicopter Gunnery. Helicopter air or ground gunnery (HAG) range in R6404 is defined as the ground space located between:

41×02'00"N112×52'00"W

41×10'00"N112×52'00"W

41×10'00"N112×47'00"W

41×02'00"N112×47'00"W

7.4.2.1. Clover Control Will be Contacted Before Entering HAG. In VFR conditions, jettison will be accomplished on a heading of 180 degrees at 6,000 feet MSL. In IFR weather conditions Clover Control will provide radar vectors at a minimum altitude of 8,800 feet MSL. Desired impact is over land just east of the mountain peak located at HIF 252/40 (elevation 5,855 ft). If Clover is not operational, Salt Lake Air Route Traffic Control Center (ARTCC) shall be responsible for providing a vector to an emergency jettison area located in a box in R6406 bounded by:

40×30'00"N113×48'00"W

40×21'00"N113×48'00"W

40×21'00"N113×38'00"W

40×30'00"N113×38'00"W

7.4.3. Extreme Emergency. In cases of extreme emergency the pilot may select any uninhabited area. However, if time permits, jettison will be made between the 10 and 12 NM ARC of the Hill TACAN between the 168 and 258 degree radials. The drop will be radar monitored, if practical, and Salt Lake Approach Control or Hill Tower will be notified immediately of the drop location.

7.4.4. Tower Assistance. In the event an aircraft requires munitions jettisoning and is in communication with Hill Tower, controller assistance will be limited to:

7.4.4.1. Providing the location of drop zones.

7.4.4.2. Obtaining a radio frequency for radar assistance from Salt Lake Approach Control.

**7.5. CONTROLLED BAILOUT:** The controlled bailout area is Hill TACAN 226/60, Michael TACAN 338/24, coordinates 40×35N, 113×05W.

7.5.1. VFR Bailout. In VFR conditions, bailout is at an altitude no lower than the minimum safe altitude AGL for the type of aircraft and equipment being used. The maximum altitude at the bailout point should be no higher than that required for the aircraft to glide 30 NM. Clover Control will be contacted for assistance.

7.5.2. IFR Bailout. For bailout under IFR conditions or when navigation equipment is not available for determining position, Salt Lake Approach Control or Clover Control will be contacted for assistance. The recommended IFR bailout point is the same as VFR. The altitudes should be 15,000 feet MSL.

**7.6. TOWER FLY-BYS.** A pilot encountering in-flight aircraft conditions which are not readily discernible by the crew may be authorized by the tower to fly over the runway at lower than traffic pattern altitude if an external check of the aircraft is necessary. Thereafter, the pilot will conform to the appropriate traffic pattern unless an emergency condition prevents doing so.



**7.7. EMERGENCY LOCATOR TRANSMITTER (ELT) OR CRASH POSITION INDICATOR (CPI) SIGNALS:**

7.7.1. Notification. When Hill Tower receives or is notified of an unscheduled ELT or CPI signal, personnel will immediately notify 75 OSS/OSAMB. The tower will also advise 75 OSS/OSAMB when the signal ends. The primary crash alarm system will not be activated unless advised by 75 OSS/OSAMB. 75 OSS/OSAMB will, in turn, notify Salt Lake Center.

7.7.2. Search. Direction finding equipment is operated by the Scheduling/Current Ops Section (514 FLTS/DOO). Upon receipt of an ultra high frequency (UHF) ELT or CPI activation, 75 OSS/OSAMB will advise 514 FLTS/DOO to initiate a search. After duty hours, base operations will contact the standby (weekend) representative from 514 FLTS/DOO to initiate a search.

**7.8. EVACUATION OF AIR TRAFFIC CONTROL FACILITIES:**

7.8.1. Wind Speed. Hill tower cab will be evacuated anytime the wind speed reaches 83 knots sustained or in gusts.

7.8.2. Personnel Safety. The tower cab will also be evacuated any time the facility supervisor deems that the safety of personnel is in jeopardy.

**7.9. ALTERNATE HILL TOWER PROCEDURES:**

7.9.1. Use of the former North Runway Supervisor Unit (RSU), building 10789. When Hill Tower is evacuated, the north RSU at the approach end of runway 14 will be used as an alternate control tower facility.

7.9.2. Upon Notification that Tower Cab is Being Evacuated, 75 OSS/OSAMB Personnel Will:

7.9.2.1. Notify the following agencies:

7.9.2.1.1. HCCP. (notify flying units)

7.9.2.1.2. 75 CEG/CEF.

7.9.2.1.3. Security Forces Control Center.

7.9.2.1.4. 75 OSS/OSCT.

7.9.2.1.5. 75 OSS/OSW.

7.9.2.1.6. Maintenance Engineering Flight (75 CES/CEOP) airfield lighting personnel.

7.9.2.1.7. Air Force Network Control Center (AFNCC) (75 CS/SCBN).

7.9.2.1.8. OO-ALC/SEF.

7.9.2.2. Initiate appropriate NOTAM action.

7.9.2.3. Arrange for immediate transportation of controllers to and from the RSU.

7.9.2.4. Provide controllers with a portable FM Base Operations radio.

7.9.2.5. Provide all pertinent NOTAMs and conditions to the RSU.

7.9.2.6. Monitor both the 75 OSS/OSAMB (ramp net) and 75 CEG/CEF (crash) FM radios for transmissions directed to the Control Tower. Advise calling agencies the tower is being relocated and to remain clear of the movement area until the alternate tower facility is operational.

7.9.3. Fire Department. 75 CEG/CEF will deliver FM (crash) radio to the RSU.

7.9.4. METNAV Maintenance (75 CS/SCMEA). 75 CS/SCMEA will provide a PRC-113 radio and arrange delivery of it to the RSU. Extended evacuation may require land mobile radio equipment to be relocated to the RSU.

7.9.5. Airfield Lighting System. 75 CES/CEOP is responsible for operating the airfield lighting system. An airfield lighting technician will be dispatched to the field lighting vault to adjust intensity settings, as required during daylight hours when visibility is six miles or less or at the request of the tower supervisor. The field lighting technician will remain at the lighting vault until released by the tower supervisor.

7.9.6. Weather Forecast. 75 OSS/OSW will provide the RSU with current and forecast weather information via telephone as requested.

7.9.7. ATC Operations. ATC operations will consist of a combined local and ground control function and a flight data position. Minimum staffing level for the RSU is one 7 level controller and one level 5 controller. Frequencies 289.6, 275.8, 127.15, and 243.0 will be used. Portable FM radios will be used to transmit/receive on the FM nets. Primary means of communications between the RSU and other base agencies (including coordination with other ATC facilities) will be via Class A or C telephone, unless FM radio capability exists. A direct landline exists between the RSU and HCCP. Remote status indicators for NAVAIDs are not available in the RSU. Controllers will rely on pilot reports to determine the operational status of navigational aids. Current forms and publications will be maintained in the RSU fly-away unit.

7.9.8. Restricted Operations. Due to equipment and operational limitations of the RSU, aircraft operations will be restricted to mission essential only. The tower watch supervisor/senior controller will determine whether or not to allow practice approaches, pattern work, and the type of arrival requested. Portions of taxi routes are not visible from the RSU. Only those vehicles necessary for the safe movement of aircraft will be allowed on the runway. Vehicle operations on Taxiway Alpha will be kept to a minimum and restricted to mission essential vehicles. Recording capability is not available from the RSU.

7.9.9. Traffic During Exercises. Due to the wide variety of flying missions that must be supported at Hill AFB, the RSU will not be used to control active traffic during evaluations, exercises, or inspections without prior approval of the AOF/CC.

## **7.10. HOSPITAL EMERGENCY HELICOPTER LANDINGS (LIFEFLIGHT & AIRMED).**

Prior to aircraft arrival, hospital personnel will coordinate with Hill Tower, base fire department and security forces. The primary landing areas will be Helipads E and F and the North Ramp. If another landing location is selected, the AO and security forces will ensure the landing area is clear of vehicles, personnel, and obvious hazards. Security forces will ensure vehicular traffic is rerouted from the immediate area.

## Chapter 8

### HELICOPTER

**8.1. GENERAL.** Detailed operating procedures and other applicable data are contained in unit directives. Attachment 3 depicts helicopter pads.

**8.2. HELICOPTER OPERATIONS TO, FROM, AND WITHIN THE HILL AIRFIELD TRAFFIC AREA:**

8.2.1. Radar Monitoring. A VFR corridor system with radar monitoring and traffic advisories has been established to standardize and control the flow of helicopter traffic outside of the normal traffic flow to the active runway. (Radar monitoring is not available east of the runway.)

8.2.2. 75 OSS/OSAMB Will:

8.2.2.1. Copy all clearance information from unit operations via telephone.

8.2.2.2. Notify Hill Tower of flight plan data including the statement "Emergency Rescue" if so filed.

8.2.3. Emergency Rescue. When "Emergency Rescue" is included in the clearance, 75 OSS/OSAMB and Tower will give the helicopter priority for taxi and take off over all normal air traffic.

**8.3. HELICOPTER PROCEDURES FOR EAST TRANSITION AREA.** Hill Tower and helicopter aircrews will refer to the helicopter area just east of the runway as "Easy Area." The "Easy Area" is defined as that area of the class "D" airspace bounded on the west by a line 1,000 feet east of the extended centerline of Runways 14 and 32, on the south and east sides by the class "D" airspace lateral boundary, and on the north by a line beginning at the north end of Runway 14/32 extending east, parallel to the Hill AFB and Ogden Municipal Airport common central class "D" airspace boundary, to the northeast edge of the class "D" airspace at or below 5,700 feet MSL.

**8.4. SPECIAL VFR OPERATIONS.** Local helicopters may conduct special VFR operations within the "Easy Area" of the Hill AFB class "D" airspace provided an appropriate ATC clearance is received and Salt Lake Approach Control, through Hill Tower, approves the operations. Unless pilots agree with other helicopter pilots to maintain visual separation within "Easy Area," operations will be restricted to one helicopter at a time in the area. Pilots will be advised to terminate special VFR operations for any arriving and departing IFR Hill traffic. Pilots can expect a minimum of three minutes notification for special VFR termination.

**8.5. HELICOPTER LANDINGS ON HILL AFB AT OTHER THAN DESIGNATED AREAS.** These landings must be coordinated/approved by Hill Tower. See Life flight helicopter procedures in paragraph 7.10. Small arms range east of the perimeter fence must be avoided.

## Chapter 9

### KC-135 OPERATIONS

**9.1. GENERAL.** The KC-135 aircraft flown by the 151st Air Refueling Wing (151 ARW), Utah ANG, are considered to be a tenant unit of Hill AFB. Every effort will be made to accommodate their flying activities.

**9.2. PROCEDURES.** The following restrictions apply to KC-135 aircraft:

9.2.1. Traffic Patterns. VFR traffic patterns will be flown to the west of the airfield whenever traffic conditions permit.

9.2.2. Operating From Alert Area. In order to protect the ILS and glideslope critical area, all aircraft operating from the alert area will not cross the instrument hold line until takeoff clearance has been issued.

**9.3. NORMAL KC-135 OPERATIONS DEPARTING HILL AFB: Filing Procedures.**

9.3.1. Flight Plan. During normal hours the Utah ANG Base Operations personnel will input flight plans into the flight data system with Hill AFB addressed as a recipient. Hill AFB Base Operations will "Roger back" the receipt of the flight plan. So that Hill AFB will have a file copy of the *DD Form 175*, the Utah ANG Base Operations will FAX a signed copy of the *DD Form 175* to 75 OSS/OSAMB at DSN 777-2221.

9.3.2. Follow up Call. If the Utah ANG Base Operations personnel are not available, or if the *DD Form 175* can not be entered at the Utah ANG Base, the crew, SOF, or Command Post will FAX a signed copy of the *DD Form 175* to 75 OSS/OSAMB at DSN 777-2221 with a request that Hill AFB Base Operations enter the *DD Form 175* into the flight data system. A follow up call will be made at Base Operations at DSN 777-1861 to ensure the FAX was received and the request for Hill AFB to input the flight plan was understood.

9.3.3. Cedar City Flight Service. If neither the Utah ANG nor Hill AFB can enter the flight plan, the Utah ANG will file via telephone with Cedar City Flight Service with a request that both the Utah ANG and Hill AFB be addressed in the input. So that Hill AFB will have a file copy of the *DD Form 175*, the Utah ANG Base Operations will FAX a signed copy of the *DD Form 175* to 75 OSS/OSAMB at DSN 777-2221.

**9.4. SINGLE INTEGRATED OPERATIONAL PLAN (SIOP) PROCEDURES.**

9.4.1. Actual SIOP Operations:

9.4.1.1. After hours notifications. If it is necessary to generate 151 ARW aircraft at Hill AFB during the period when Hill AFB is closed, the Utah ANG Command Post will notify the HCCP at DSN 777-3007 that the airfield must be opened for aircraft recoveries and launches. The HCCP will recall Base Operations and tower personnel. The airfield must be opened as soon as possible following notification.

9.4.1.2. Actual SIOP launches will follow BUSTOUT procedures. No flight plans will be filed but the Utah ANG Command Post or the Alert Command Post will notify tower of any engine starts, taxi, or launch operations.

9.4.1.3. Traffic Priority. SIOP aircraft taxiing or launching will have priority over all other aircraft, including emergencies. Every effort must be made to ensure the required launch time will be met.

9.4.1.4. If the runway is closed:

9.4.1.4.1. Tower will immediately clear all aircraft and vehicles from Taxiway A.

9.4.1.4.2. Actual SIOP aircraft will be given top priority for an immediate Taxiway A takeoff.

9.4.1.4.3. Tower will maintain a visual watch to ensure all traffic maintains clear until the SIOP launch is complete. (This should be several aircraft).

9.4.1.5. Fuel Dumping. If actual SIOP launch is in progress and operational necessity requires dumping fuel prior to launch, SIOP aircraft will position themselves so as to dump fuel off the asphalt portion of the taxiway before taking the active runway for takeoff.

9.4.2. Exercise Procedures. Alert aircraft may start engines, but will not taxi in connection with a SIOP exercise. Aircraft may taxi and takeoff after termination of a SIOP exercise. If so, such an operation will be in accordance with normal peacetime operations and procedures.

9.4.3. AMC Alert Vehicle.

9.4.3.1. Alert vehicles responding for any reason, except for a known SIOP exercise, will be given priority over all aircraft including emergencies.

9.4.3.2. Alert vehicles responding to a known SIOP exercise will be given priority over all aircraft except emergencies.

9.4.3.3. If the normal alert vehicle response routing is congested with ground traffic, the active runway may be used as necessary (must be in two-way communications with the Tower).

9.4.4. Cartridge Engine Starts. KC-135 aircraft may utilize starter cartridges for quick engine start procedures either during exercises or for actual SIOP operations. The 151 ARW is responsible for control and safety of personnel on the alert ramp. During exercises, cartridge engine starts will be pre-coordinated with 75 OSS/OSAM, Plans & Programs/Quality (75 ABW/XP), and other Hill AFB agencies as needed. The 151 ARW Command Post or Alert Control will notify Hill AFB Tower, Security Police, Fire Department, and HCCP of any SIOP exercises or actual engine starts.

## 9.5. OTHER CONTINGENCY OPERATIONS:

9.5.1. Filing Procedures. Filing procedures will normally be the same as paragraph 3.2. of this instruction. If different procedures are required they will be coordinated on a real time basis.

9.5.2. After Hour Notification. If it is necessary to generate 151 ARW aircraft when Hill AFB is closed, the Utah ANG Command Post will notify the HCCP at DSN 777-3007 that the airfield must be opened for aircraft recoveries and launches. The HCCP will recall airfield operations personnel. The Utah ANG Command Post will specify the earliest anticipated time the airfield will need to open.

9.5.3. Traffic Priority. Contingency sorties will be afforded priority as specified in the applicable OPLAN. Every effort must be made to ensure the required launch time will be met.

9.5.4. Exercise Procedures. The starting, taxi, takeoff, and landing of exercise contingency sorties will be pre-coordinated with 75 OSS/OSA. Normal procedures will be adhered to as much as possible.

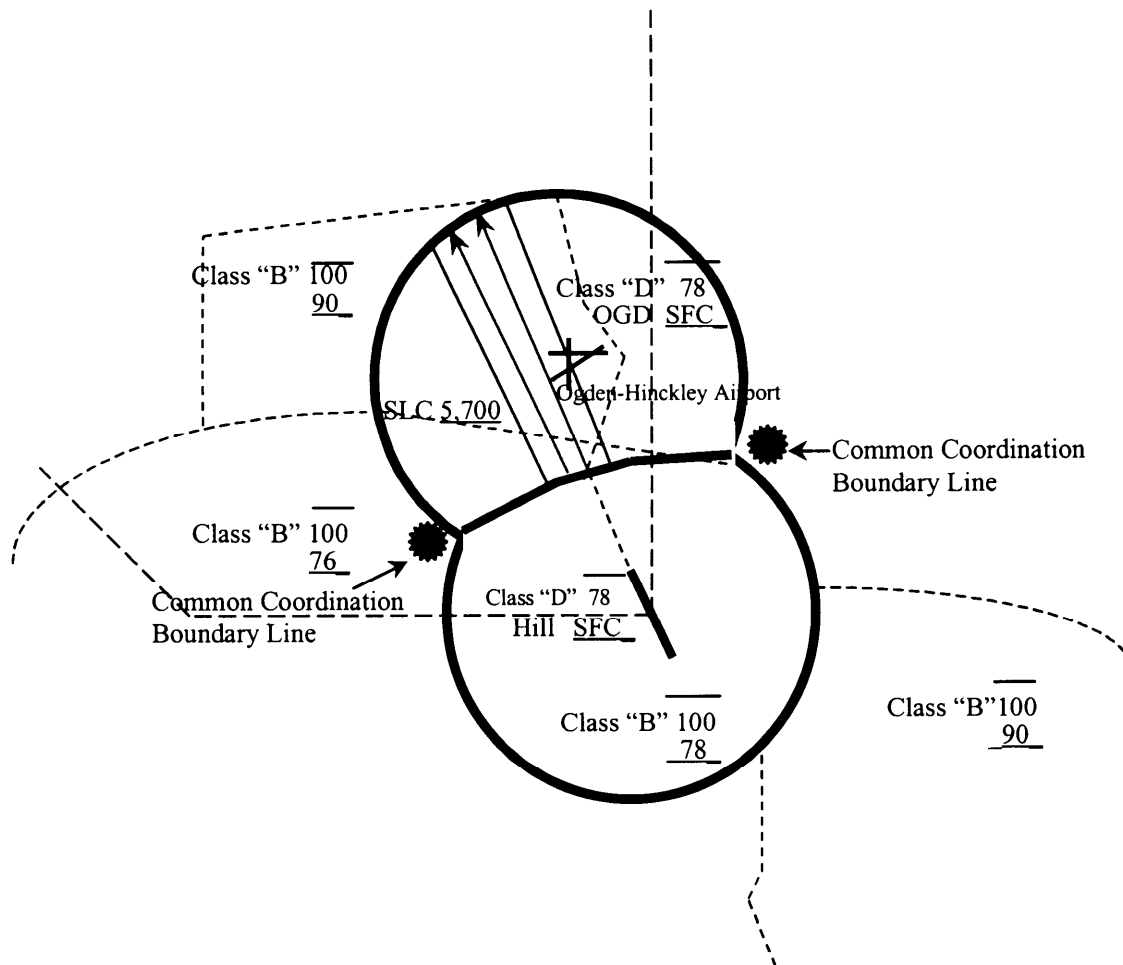
KENNETH M. PAGE, Colonel, USAF  
Commander, 75th Air Base Wing

**Attachment 1****COMMON WORDS AND PHRASES USED BY HILL TOWER**

<b>Abeam</b>	-	Controller is addressing a vehicle near a general position on the airfield.
<b>Acknowledge</b>	-	Tower controller expects a response from the vehicle being addressed.
<b>Affirmative</b>	-	Yes.
<b>Approved</b>	-	Request by vehicle operator has tower approval.
<b>Correction</b>	-	The last transmission from the controller has been changed/amended.
<b>Expedite</b>	-	Used when, due to aircraft traffic, there is a need for the vehicle to comply with Tower instructions without delay.
<b>Go ahead</b>	-	The controller is advising the vehicle operator to state his request. Should not be interpreted to mean "proceed on". Normally will not be used by controllers.
<b>Hold Short</b>	-	Remain off the runway by 100' or prior to the hold line.
<b>Negative</b>	-	No.
<b>Parallel</b>	-	Taxiway A.
<b>Proceed across at ____</b>	-	Self Explanatory.
<b>Proceed on</b>	-	Permission has been granted by the controller to enter the runway at the point specified. The word "cleared" is only for aircraft transmissions. The word "proceed" is used for vehicles.
<b>Report off</b>	-	Advise the controller once your vehicle is off the runway.
<b>Roger</b>	-	When used by the controller, means he has heard your request or information and is coordinating with the appropriate controller. Does not mean your request is approved. Await further instructions.
<b>Say Again</b>	-	Repeat your last transmission.
<b>Standby</b>	-	The controller is busy with other functions and cannot speak to you at this moment. If the controller has not responded in 3 minutes, re attempt contact.
<b>Unable</b>	-	Your request cannot be approved at the present time.
<b>Verify</b>	-	The controller is double checking/confirming your last transmission. If correct, advise in the affirmative.
<b>Yield to</b>	-	There is an aircraft with the right-of-way in your area that you must yield to.

## Attachment 2

## Airspace Configuration

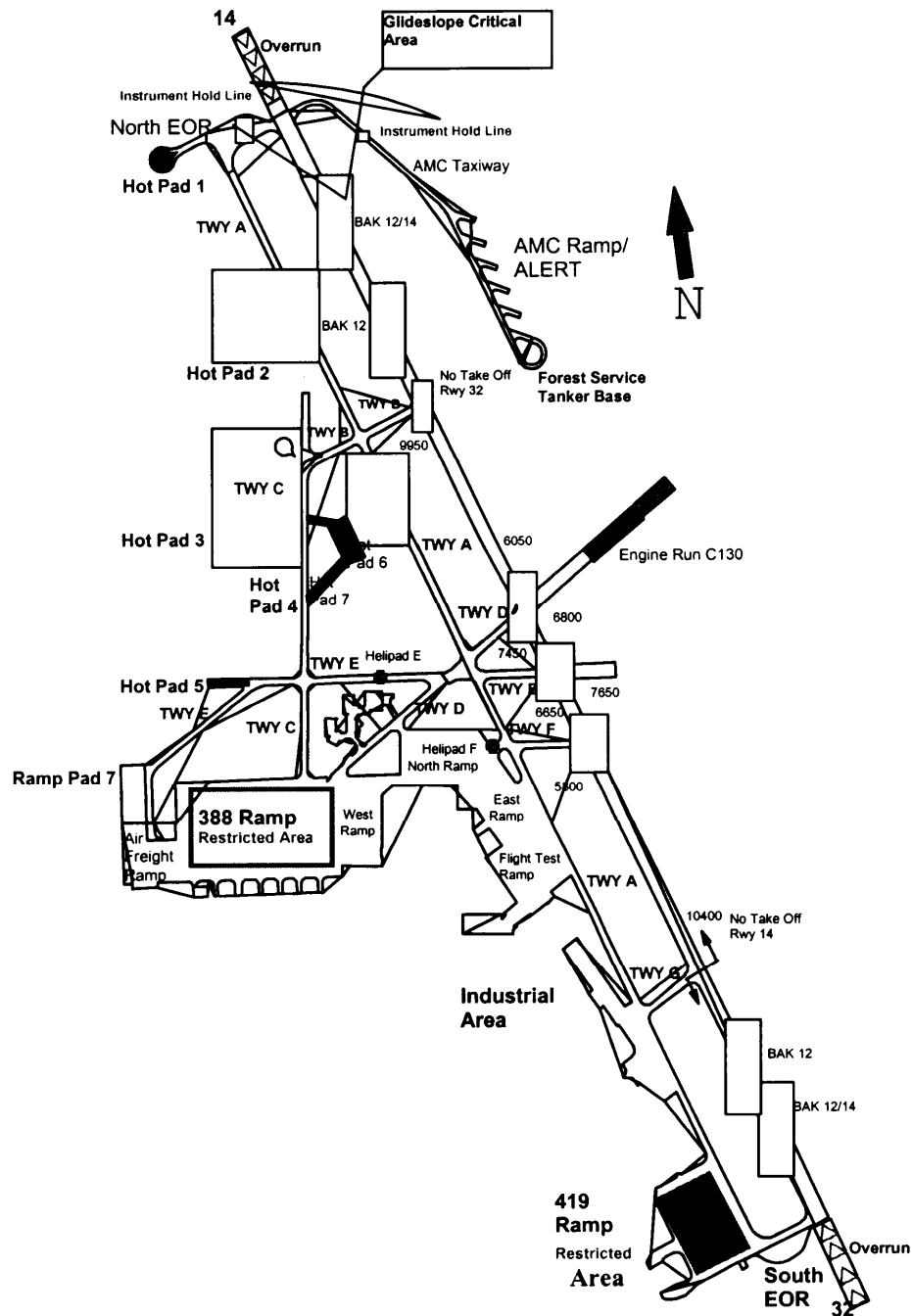




Attachment 3

Hill AFB Airfield Diagram

Note: Not to Scale



**Attachment 4**  
**FIREFIGHTING AND RESCUE CAPABILITY**

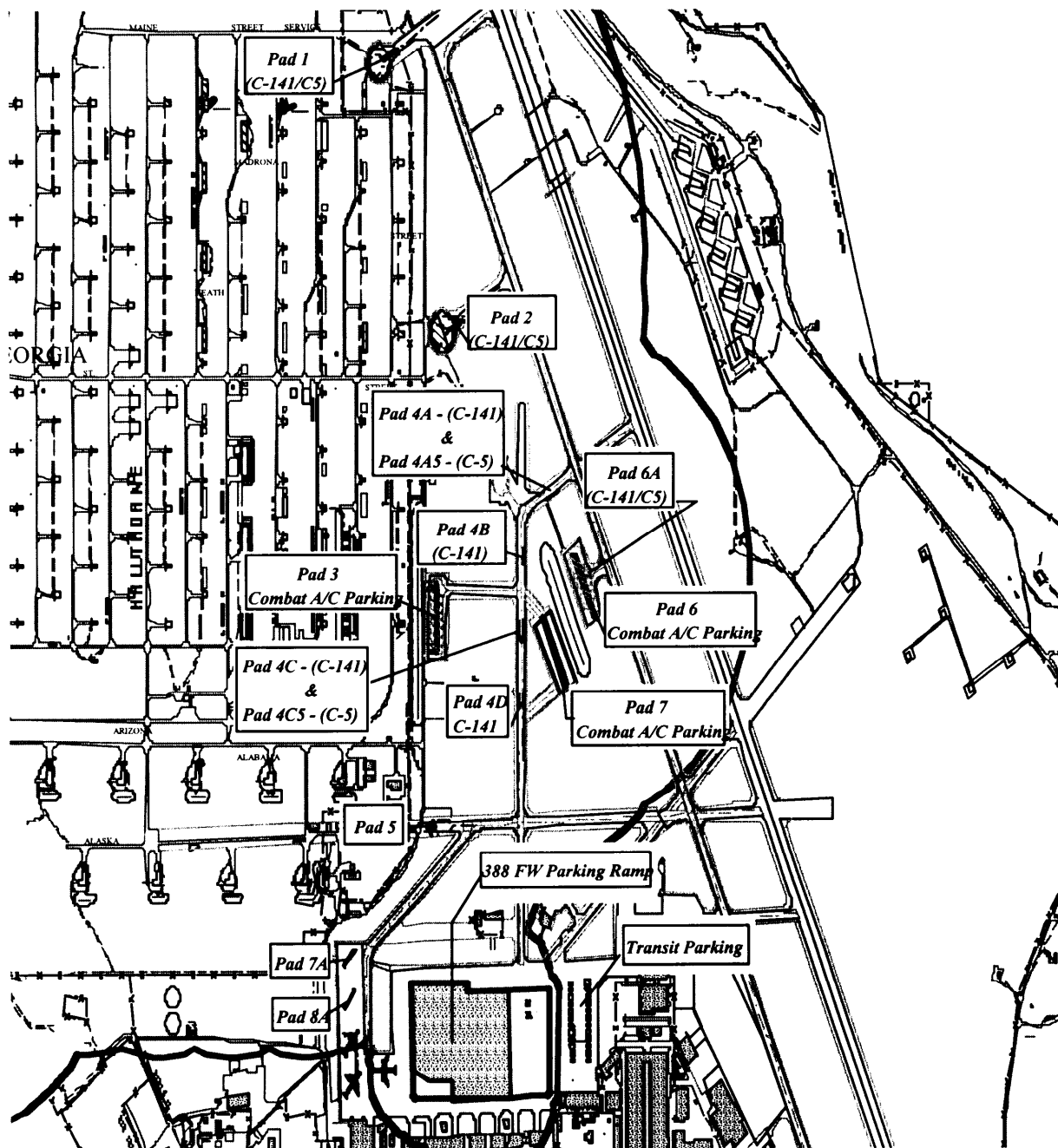
	<b>GREEN</b> <b>7600-6600</b> <b>GALLONS</b>	<b>YELLOW</b> <b>4300-3300</b> <b>GALLONS</b>	<b>RED</b> <b>1000</b> <b>GALLONS</b>
Normal Flying	Continue	Continue	Stop
Nonalert Area A/C Maintenance Fuel/Defuel Fuel Cell Repair	Continue	Consider Curtail	Stop
Alert Area A/C Maintenance Fuel/Defuel Weapon Load/Unload	Continue	Consider Curtail	Stop
Alert Exercise A/C Quick Start	Continue	Consider Curtail	Stop
Airborne Emergency	Continue	Consider Divert	Divert, if Able

**GREEN:** Firefighting and rescue capability is adequate to cope with common emergencies involving aircraft and structures. No vehicle or manpower limitations exist beyond built-in acceptable risk. Continue normal activity.

**YELLOW:** Firefighting and rescue capability is less than that needed to assure successful aircraft firefighting and rescue involving large aircraft or structural fire suppression. Consider curtailing hazardous maintenance activities such as fuel systems work in facilities without properly installed fire protection systems. Consider reducing large aircraft movements.

**RED:** Firefighting and rescue capability is almost nonexistent. Vehicle or manpower limitations are expected to prevent successful firefighting or rescue. All activities which create or contribute to increased fire risk should cease, including all aircraft movements and maintenance.

# Attachment 5 COMBAT AIRCRAFT PARKING SPACES



**Attachment 6**  
**AIRCRAFT PARKING AREAS EXPLOSIVE AUTHORIZATIONS**

Hot Pad Number	Use	*HC/D 1.1	HC/D 1.2.1>100	HC/D 1.2.1<100	HC/D 1.2.2	HC/D 1.2.3	HC/D 1.3	HC/D 1.4
Pad 1	Explosive Cargo	50,000	50,000	50,000	50,000	50,000	200,000	**A/C Cap
Pad 2	Explosive Cargo	50,000	50,000	50,000	50,000	50,000	250,000	A/C Cap
Pad 3	Combat A/C	20,000	20,000	20,000	20,000	20,000	20,000	A/C Cap
Pad 4A	Explosive Cargo	30,000	50,000	50,000	50,000	50,000	100,000	A/C Cap
Pad 4A5	Exp Cargo (C-5)	50,000	50,000	50,000	50,000	50,000	125,000	A/C Cap
Pad 4B See Note 1	Explosive Cargo	30,000	50,000	50,000	50,000	50,000	100,000	A/C Cap
Pad 4C See Note 1	Explosive Cargo	30,000	50,000	50,000	50,000	50,000	100,000	A/C Cap
Pad 4C5 See Note 1	Exp Cargo (C-5)	50,000	50,000	50,000	50,000	50,000	125,000	A/C Cap
Pad 4D See Note 1	Explosive Cargo	30,000	28,118	28,118	50,000	50,000	100,000	A/C Cap
Pad 5	Explosive Cargo	7,358	1,537	1,537	50,000	50,000	100,000	A/C Cap
Pad 6	Combat A/C	20,000	20,000	20,000	20,000	20,000	20,000	A/C Cap
Pad 6A See Note 1	Explosive Cargo	50,000	50,000	50,000	50,000	50,000	125,000	A/C Cap
Pad 7 See Note 1	Combat A/C	20,000	20,000	20,000	20,000	20,000	20,000	A/C Cap
Pad 7A	Explosive Cargo	0	0	584	1,000	1,000	1000	A/C Cap
388FW Ramp See note 1	Contingency Ops	49	0	0	A/C Cap	0	0	A/C Cap
388FW Ramp	Daily Operations	0	0	0	0	0	3,400	A/C Cap
419FW Ramp See Note 1	Contingency Ops	49	0	0	A/C Cap	0	0	A/C Cap
419FW Ramp	Daily Operations	0	0	0	1,000	1,000	1,000	A/C Cap
Transient Ramp See Note 2	Transient A/C	0	0	0	0	0	100	A/C Cap
Pad 8A	Explosive Cargo	0	525	525	1,000	1,000	1,000	A/C Cap
Pad 12	Explosive Cargo	0	0	200	12,500	32,000	11,015	A/C Cap

\* Hazard Class/Division

\*\* Aircraft Capacity

Note 1 - Contact the Airfield Manager for details and restrictions contained in explosive site plans.

Note 2 - Parking only. Loading and unloading munitions on the Transient Ramp is not authorized.